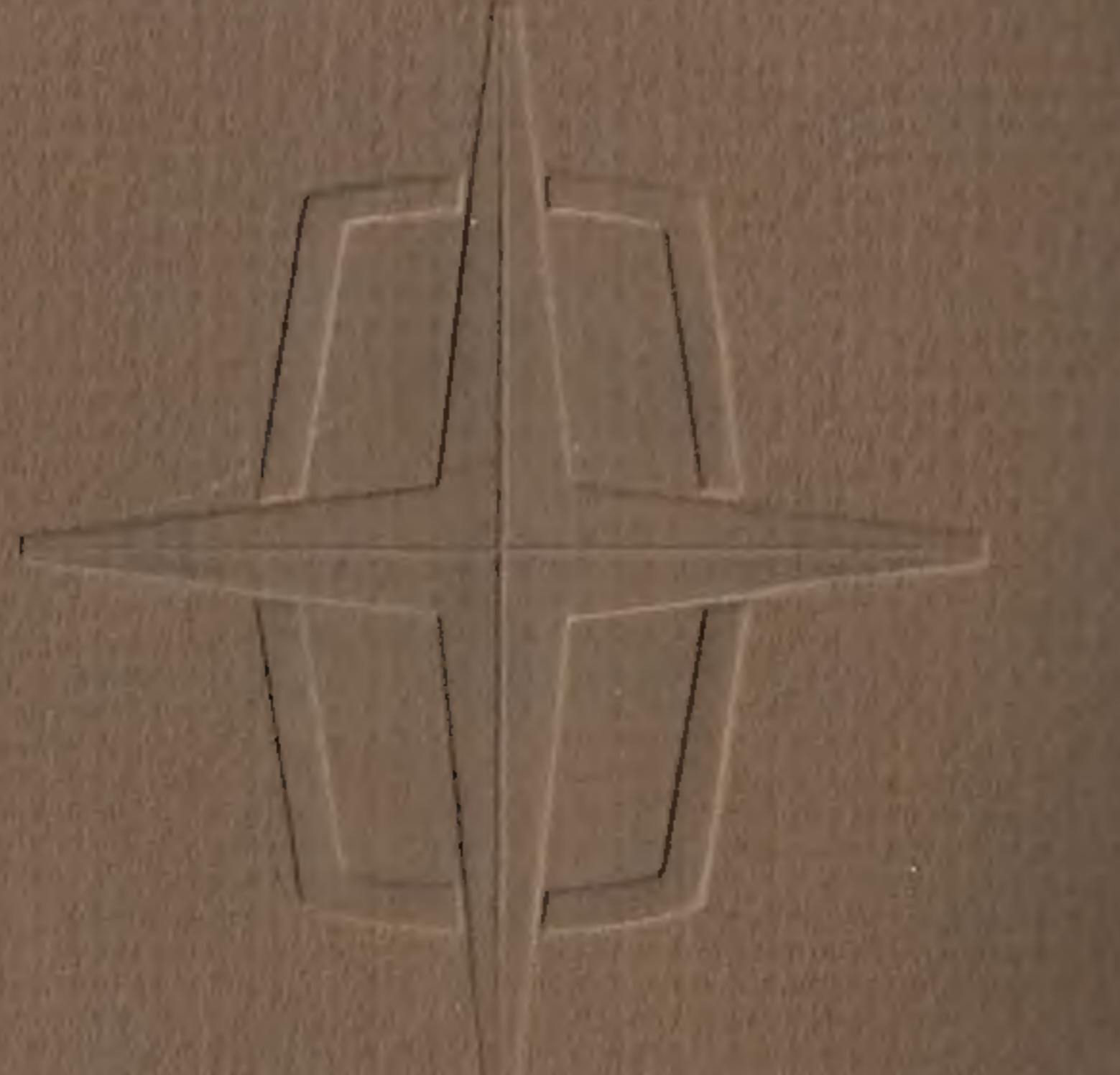


LINCOLN CONTINENTAL
1973 OWNER'S MANUAL



Foreword

WELCOME

We welcome you to the growing group of discerning people who own and drive Ford-built vehicles. The Ford Motor Companies — U.S. and Canada — take great pride in the long tradition of quality products and superior values that the Ford name represents.

SERVICE ASSISTANCE

Your dealer is vitally interested in your complete satisfaction with the vehicle you purchased from him. He is anxious to help you with all of your maintenance and service needs.

To assist dealers in this effort, Ford Motor Companies have established District Offices throughout the United States and Canada. Should you feel that you require service assistance beyond that which your dealer is providing, the Ford District Office in your area will be pleased to work with you and your dealer. There is more about the function of the District Offices on page 66. These Offices are listed on pages 66, 67 and 68 with address, telephone number and district area.

WARRANTIES

The warranties covering this vehicle are stated in detail in the Warranty Facts Booklet and the Emissions Systems Warranty and Maintenance Schedules Booklet. Read these booklets carefully — they state in precise terms everything that is covered in the Warranties.



Ford Marketing Corporation
Ford Customer Service Division
P.O. Box 1805, Dearborn, Michigan 48121

Ford Motor Company of Canada, Limited
The Canadian Road, Oakville, Ontario

Ford Export Corporation
P.O. Box 600, Wixom, Michigan 48096 U.S.A.

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HOW TO USE THIS MANUAL

Starting on Page 8, this manual is divided into two main sections: Operating Your Car and Maintenance.

The Table of Contents will direct you to the major sub-divisions of these two sections. Starting on Page 71 is an alphabetical index for reference to operating procedures and maintenance information.

We do recommend that you read this manual from cover to cover at your first opportunity. This will assure that you know how to operate all the controls and equipment on your Lincoln Continental, and that you are aware of the maintenance practices that are required for trouble-free driving.

Notice

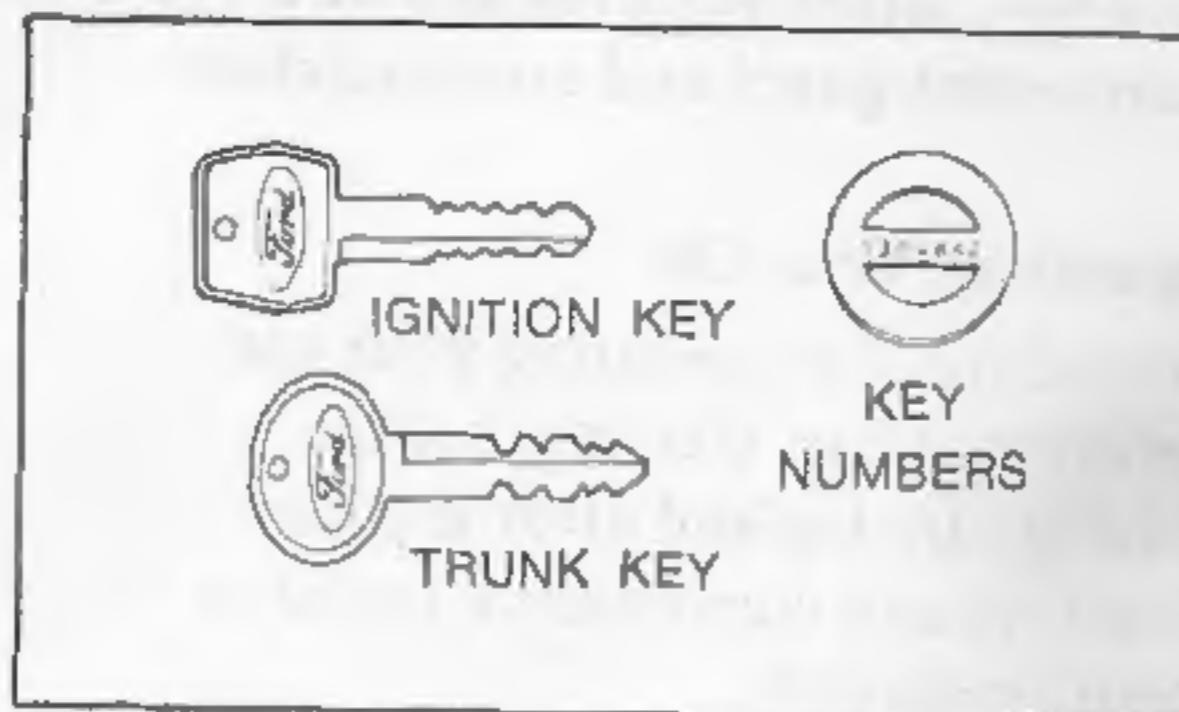
The description and specifications contained in this manual were in effect at the time the book was approved for printing. The Ford Companies reserve the right to discontinue models at any time, or to change specifications or design, without notice and without incurring obligation.

Introduction

KEY RECORDS

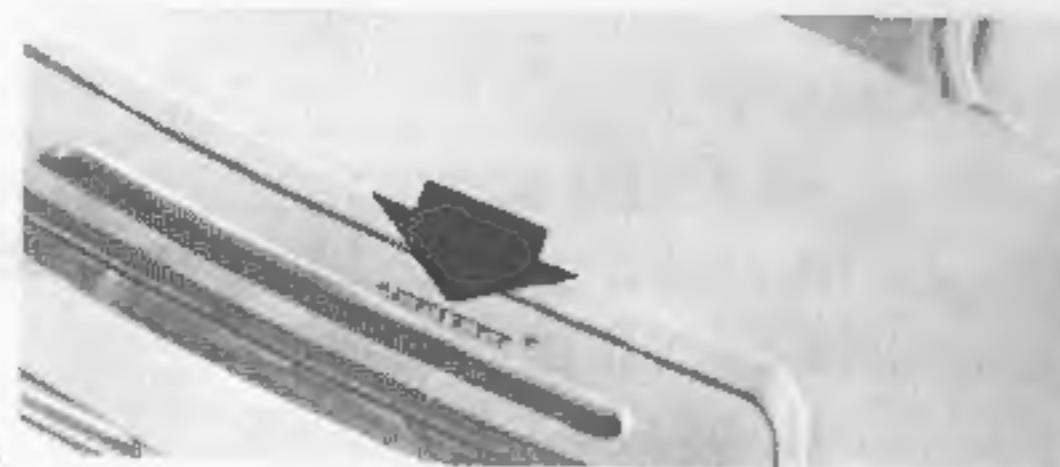
Your ignition and door lock key has a square head. The key used for the trunk and glove compartment has a round head. Each key has identical bits top and bottom, so you can insert it either way into the lock.

Be sure to write down your key numbers and put them in your wallet. With the numbers, any Ford Motor Company dealer can replace lost keys for you quickly.



CAR IDENTIFICATION

The official Vehicle Identification Number for registration and title purposes is stamped on a metal tag that is fastened to the instrument panel. It is on the driver's side, close to the windshield and visible from outside the car.



You'll also find this number, along with some other important identifying information, on the Vehicle Certification Label which is attached to the rear face of the driver's door. The certification label is made of special material to guard against altering. If it is tampered with or removed, it will be destroyed, or the word VOID will appear.

If you ever find it necessary to correspond with the Ford Customer Service Division about your car, please include the 11-digit vehicle identification number.

ECOLOGY

We also are committed to improving the environment. Won't you join with us in the fight for Cleaner Air?

The engines used in 1973 Ford Motor Company vehicles have been certified as meeting Federal Emission Standards. In complying with these standards, it has been necessary to make certain adjustments, primarily in ignition timing, that may reduce engine smoothness under certain operating conditions. This condition, when present, does not necessarily indicate an engine malfunction. Any minor inconvenience that might be occasioned by these adjustments is more than outweighed by the fundamental objective of Improving OUR Environment.

LIFEGUARD SAFETY FEATURES

Your Lincoln Continental has many safety features as standard equipment. New materials with reduced flammability are being used in the interior. The headrests, padded dash, collapsible steering column, and recessed controls all reduce the likelihood of injury in an accident. Safety rims are used on all the wheels for added protection in case of a tire blowout. Your car features a special Pull Ahead three point lap-shoulder seat belt system for the driver and the outboard front passenger. With the Pull Ahead system, the lap belt and shoulder belt are permanently connected.

ANTI-THEFT FEATURES

There are many features to guard against theft. A warning buzzer sounds anytime that the driver's door opens while the key is in the ignition, reminding you to remove the key and lock the doors whenever you leave the car. The ignition key can be removed only with the shift selector in PARK and the ignition switch on LOCK. Thus, the steering and rear wheels are locked whenever the key is removed. The engine compartment can only be opened after the inside hood release is pulled.

The trunk is closed by a key lock, and the spare tire is equipped with an additional lock to prevent theft.

An Anti-Theft Alarm System (optional) is available (see page 23).

NEW FEATURES

For 1973, the Lincoln Continental has a number of new features to make your driving more enjoyable. Some are standard equipment; others optional at extra cost.

Standard Equipment

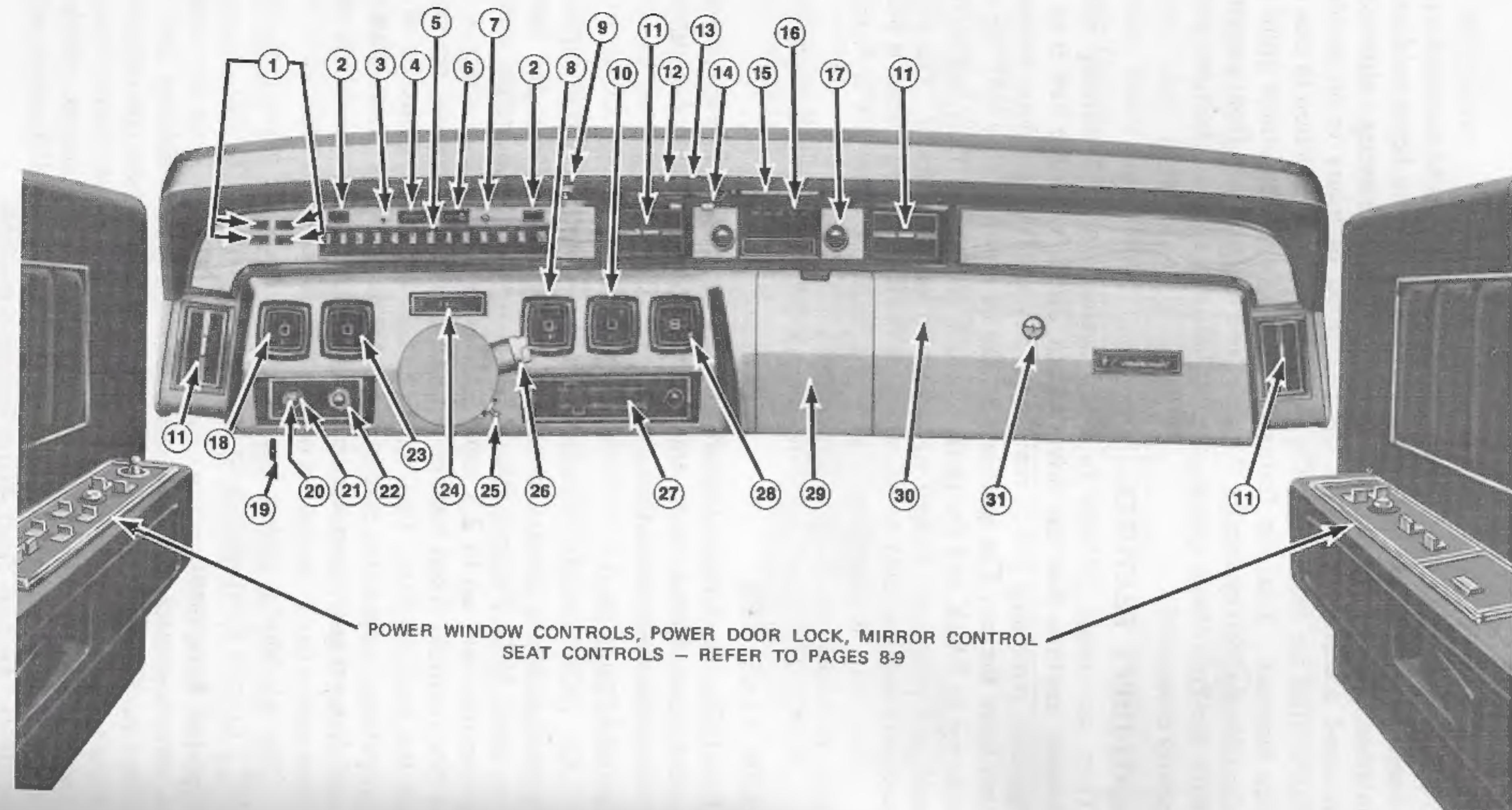
All 1973 Lincoln Continental's have substantially improved impact resistant front and rear bumpers. Specifically, the bumpers meet 1973 Federal Standards for up to 5 mph frontal impact protection and up to 2.5 mph rear impact protection straight into a flat, vertical fixed barrier without preventing normal operation of the car's latching, fuel, cooling, and exhaust systems or of the propulsion, suspension, steering, and braking systems. Tests show that, with bumper guards, no substantial damage to sheet metal should result from such a barrier impact at or below these speeds.

The windshield washer jets are mounted on the wiper arms on all 1973 Lincoln Continentals to improve windshield cleaning.

Optional Equipment

A remote-control, right-side rearview mirror is available on the 1973 Lincoln. The control is on the instrument panel where you can operate it easily from the driver's seat. The standard two-way power front seat may be replaced with a six-way seat or a six-way/six-way split bench seat option. A stereo-tape player integral with AM-FM stereo radio is available. An Anti-Theft Alarm System is available.

INSTRUMENT PANEL



INSTRUMENT PANEL NOMENCLATURE

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Brake System Warning Light	16
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Operating Your Car

The instructions in this section for operating your car appear in the order of operation. Please refer to the instrument panel illustration (Page 6) and nomenclature key (Page 7) to identify the controls and instruments. Remember, too, to quickly locate a specific instruction, refer to the alphabetical index to guide you to the page number.

BEFORE STARTING

Lock All Doors

All the doors should be locked during operation for maximum protection. With standard door locks, push down the lock knobs in the window frames.

Neither the front nor the rear doors can be opened by the inside release handle when the lock control knob is in the depressed position. The latch inside release handle is operative only when the control knob is in the upward position.

POWER DOOR LOCKS — If you have electric door locks, you can operate them from the door lock switch in the front armrest panels.

Push the lock switch as indicated on the control to lock the doors or unlock them. Actuating either switch will lock or unlock all the doors. Refer to Page 28.

Check Windows

Normally, you will drive your Lincoln Continental with the windows closed for maximum benefit from the use of the heater or air conditioning. The master switch for controlling all four power windows is in the control panel in the driver's armrest. Individual switches for the other three windows are in their respective armrests.

NOTE — The ignition switch must be in the ACCESSORY or ON position to operate the windows.

Push the window switch as indicated on the control to close or open the window.

MINI-VENT WINDOWS — If the car is equipped with mini-vent front windows, they are controlled by the same switches as the large front windows. The vent window will open first and close last when you actuate the switch. To open only the vent, release the switch before the large window starts to open.

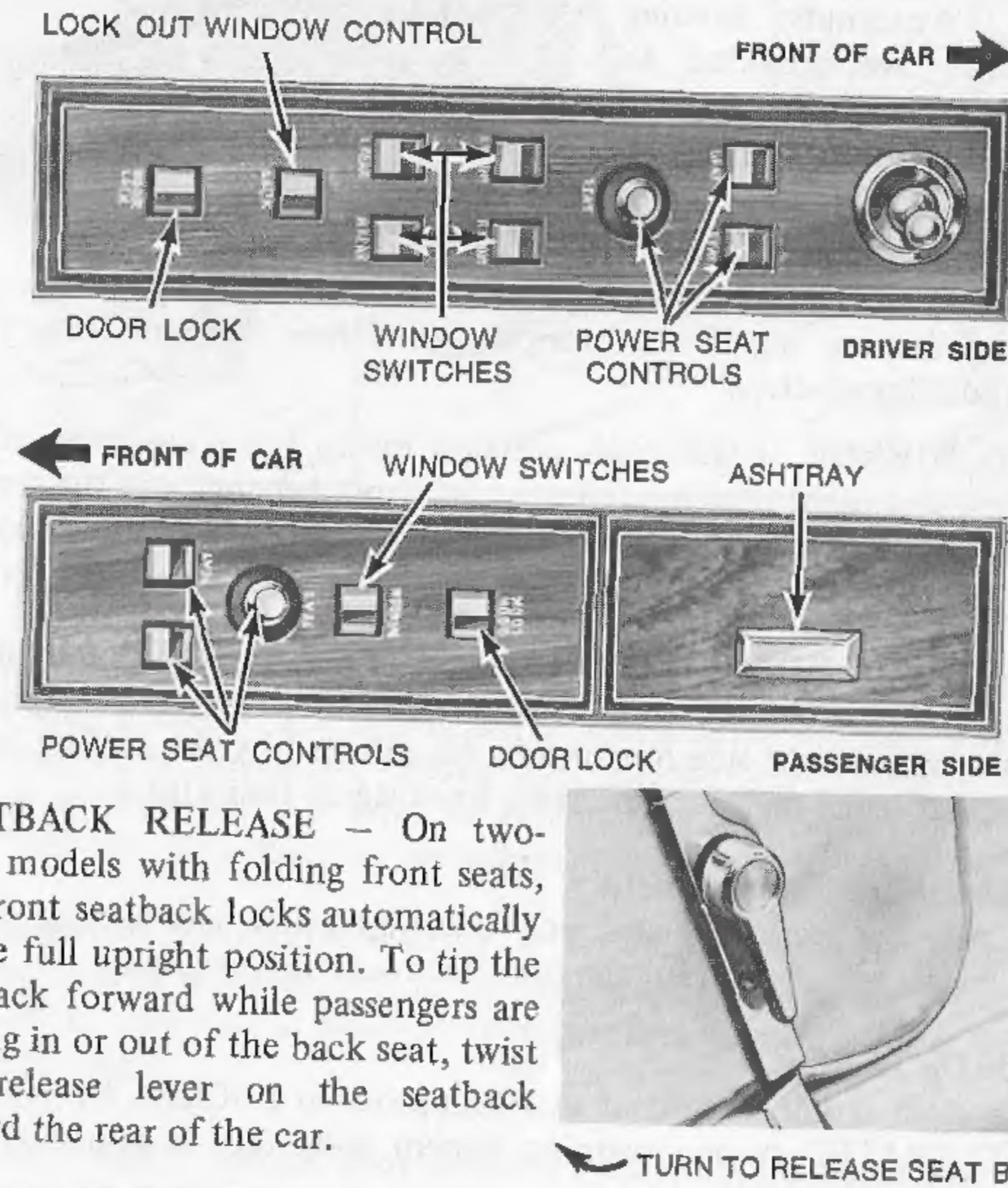
WINDOW LOCK SWITCH — A window lock switch at the rear of the master control allows the driver to lock out all the window controls but the master. Press the switch as indicated on the control to lock out or release the other controls.

Operating Your Car

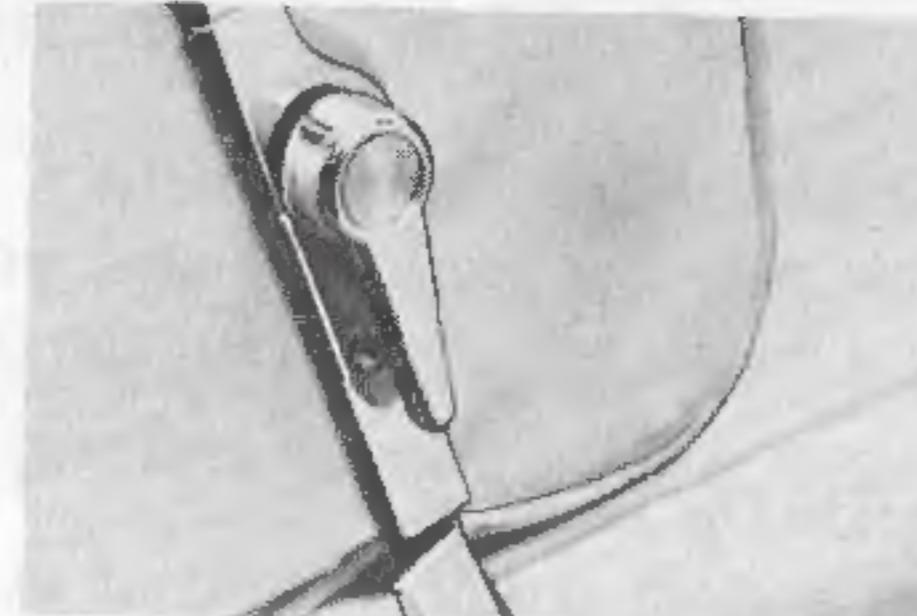
Adjust Seat

Use the electric seat control in the driver's door control panel to position the seat for comfort and easy reach of the car's controls.

With individually-adjustable seats, the passenger side will have a separate switch in the passenger door armrest.



SEATBACK RELEASE — On two-door models with folding front seats, the front seatback locks automatically in the full upright position. To tip the seatback forward while passengers are getting in or out of the back seat, twist the release lever on the seatback toward the rear of the car.



TURN TO RELEASE SEAT BACK

AUTOMATIC SEATBACK RELEASE — Your Lincoln is equipped with an automatic seatback release, both seatback latches will be released whenever either door is open. They will return to the locked position when both doors are closed. The manual release lever also is provided for your convenience.

Adjust Tilt Steering Wheel (Optional)

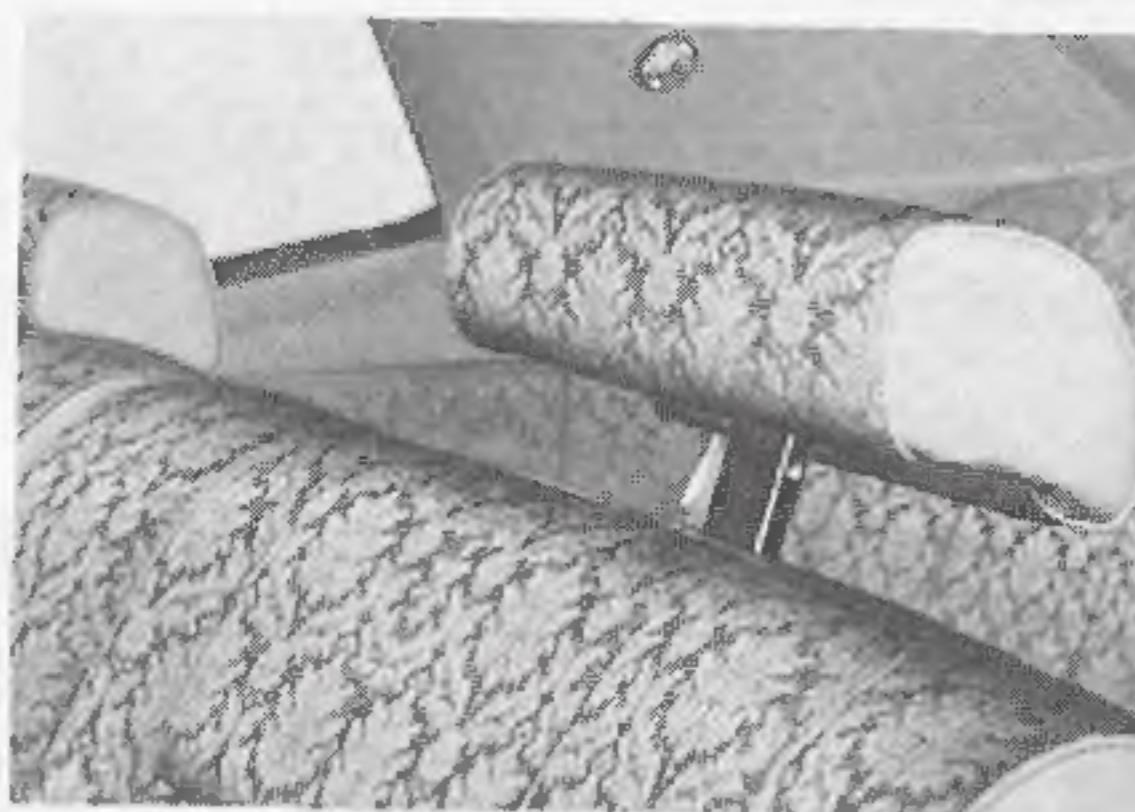
If your Lincoln has an optional tilt steering wheel, adjust it for comfortable control from your seat position. Press forward on the turn signal lever and move the wheel up or down to where you want it. Release the turn signal lever to lock the wheel in position.

Operating Your Car

Adjust Head Restraint

Head restraints can be raised by lifting them upward and lowered by pushing them down. Automatic holding "detents" are provided to lock the restraints in position.

Set the restraint at a position behind the head; never behind the neck.



POSITION BEHIND HEAD

Adjust Mirrors

Position all your rearview mirrors for good rear visibility from your normal driving position.

INSIDE MIRROR — The inside rearview mirror has a day and a night position. The night position reduces glare from headlights in the rear of the car. Move the small tab on the bottom of the mirror fore or aft to select the position.

OUTSIDE MIRRORS — Adjust the driver's side outside mirror by moving the control knob at the front of the armrest panel. The optional remote-control right-side mirror may be adjusted by the control in the instrument panel pad near the right hand signal indicator.

Pull Ahead Lap-Shoulder Belts

Your new car features a seat belt warning system and a three point lap-shoulder belt system for the front seat outboard positions.

Buckle Up To Start

This system requires all front seat occupants to BUCKLE UP AFTER BEING SEATED or the warning system will stay on continuously.

Buckle Up

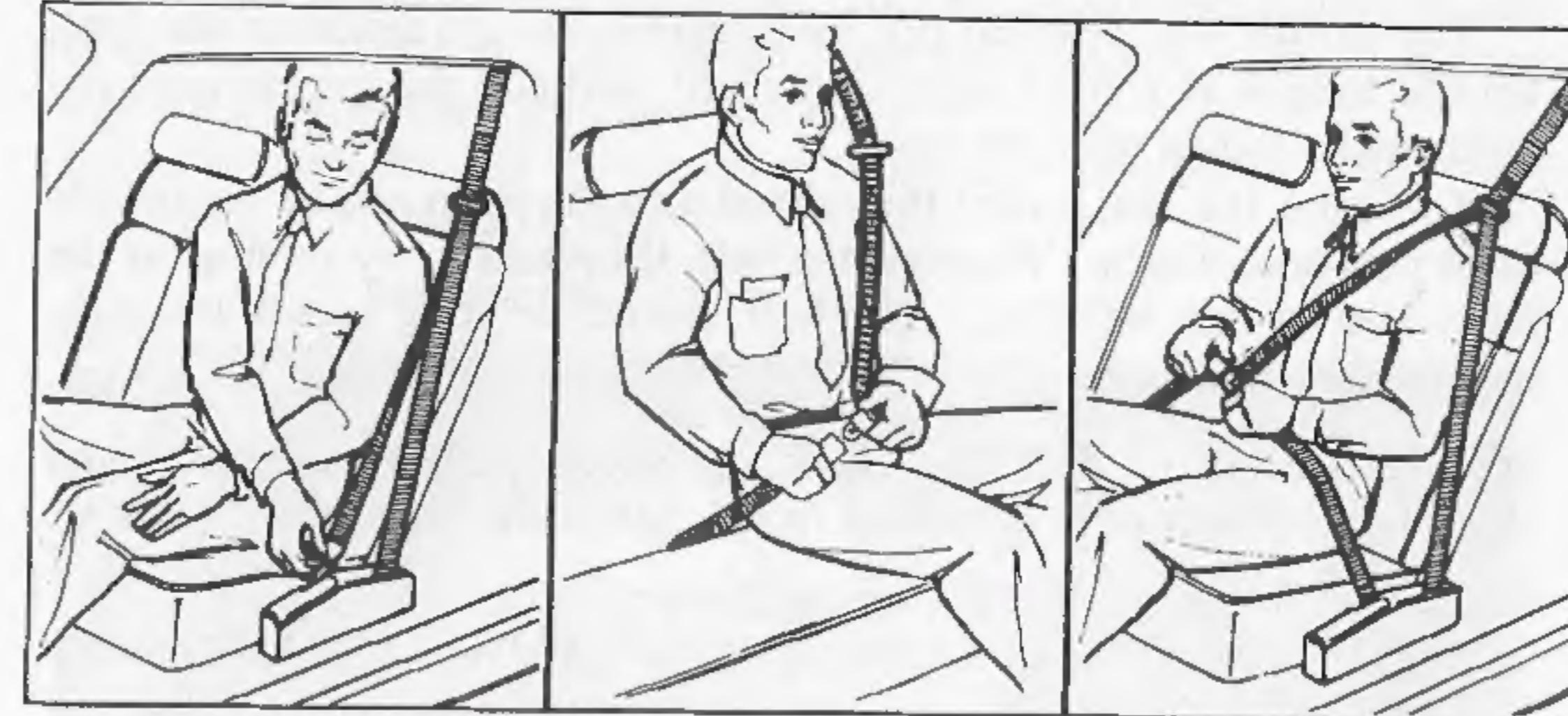
For personal safety and protection, all vehicle occupants, front and rear, should always use lap and/or lap-shoulder belts. The front seat three point lap-shoulder belts are new and have been improved by allowing more freedom and movement, added comfort and added safety.

To Fasten The Front Lap-Shoulder Belts — After entering your car adjust the front seat to obtain the best position for your driving comfort and visibility. Then use the following sequence for fastening belts.

- Pull the lap-shoulder belt from the retractor in one continuous motion so shoulder portion of belt crosses your shoulder and chest and insert the belt tongue into the proper buckle. If the pulling

Operating Your Car

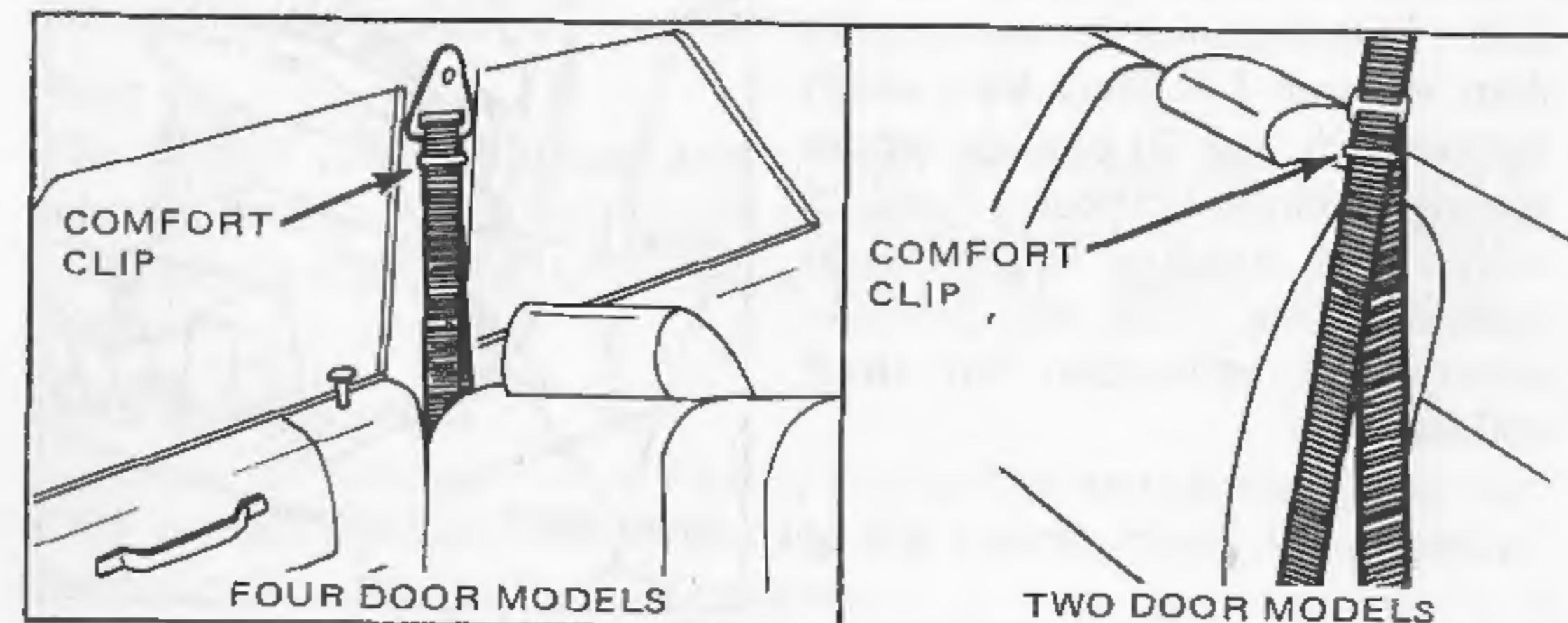
motion is interrupted while extending the belt, it may be necessary to return the belt to the stowed or fully retracted position in order to release the stop mechanism in the lap portion of the belt.



- Adjust lap portion of seat belt snugly **AROUND THE HIPS** — not the waist, by allowing any excess belt to return into the retractor.
- The shoulder restraint portion of the belt adjusts automatically to a snug position. The inertia reel attached to the shoulder belt allows freedom of movement, locking tight only on hard braking or impacts of approximately 5 mph or greater (the reel cannot be made to "lock up" by jerking on the webbing).

ADJUSTING SHOULDER BELT — To relieve belt pressure on your shoulder after shoulder belt is fastened, slide the shoulder belt harness "comfort clip" to a position that provides a comfortable shoulder harness length.

IMPORTANT: Always wear restraint system. Adjustment that results in more slack than required to insert a fist between shoulder belt and chest may reduce restraint system effectiveness.



Operating Your Car

CENTER LAP BELTS — The front and rear center occupant lap belt tongue is designed so that it can only be inserted into the center occupant lap belt buckle.

The center seat belts do not have retractors. To lengthen the belt, tip the tongue at a right angle to the belt, and pull the tongue until the ends can be joined over the lap.

To fasten the belt, insert the tongue into the open end of the buckle until you hear a snap. Shorten the belt, if necessary, by pulling on the loose end of the webbing. The belt should be snug across the hips, never across the waist.

UNFASTEN SEAT BELTS — Push release button in the buckle and allow lap-shoulder belts to retract to the fully stowed position.

Conditions & Corrections If Warning System Is On

1. FRONT SEAT OCCUPANT SITS ON A PREBUCKLED SEAT BELT — Unbuckle the pre-buckled belt, fully retract, extract, and then rebuckle.
2. FRONT SEAT OCCUPANTS ARE BUCKLED — Unoccupied seat sensor switch stuck closed before seat was occupied. Reset the unoccupied seat sensor switches by applying and then releasing 50 lbs. or more of weight to the seat cushion at a point where the occupant would normally be seated.
3. HEAVY PARCEL PLACED ON THE FRONT SEAT — Buckle the seat belt around the parcel or place the parcel elsewhere in the car (when the parcel is removed, unbuckle the belt).

REAR OUTBOARD SEAT BELTS — To fasten the lap belts, pull the belt out of the retractor with a steady motion and insert it into the buckle until you hear a snap. Adjust the lap belt snugly on the hips—never on the waist—by allowing excess slack to return to the retractor.

Child Restraint (Accessory)

A "TOT GUARD" Child Safety Shield is available at your dealership. It is designed for use by children of ages 1-5 years who weigh between 20 and 50 pounds, whose seating height is between 19 and 25 inches and standing height is 46 inches or less. This unit provides unsurpassed protection for small children.

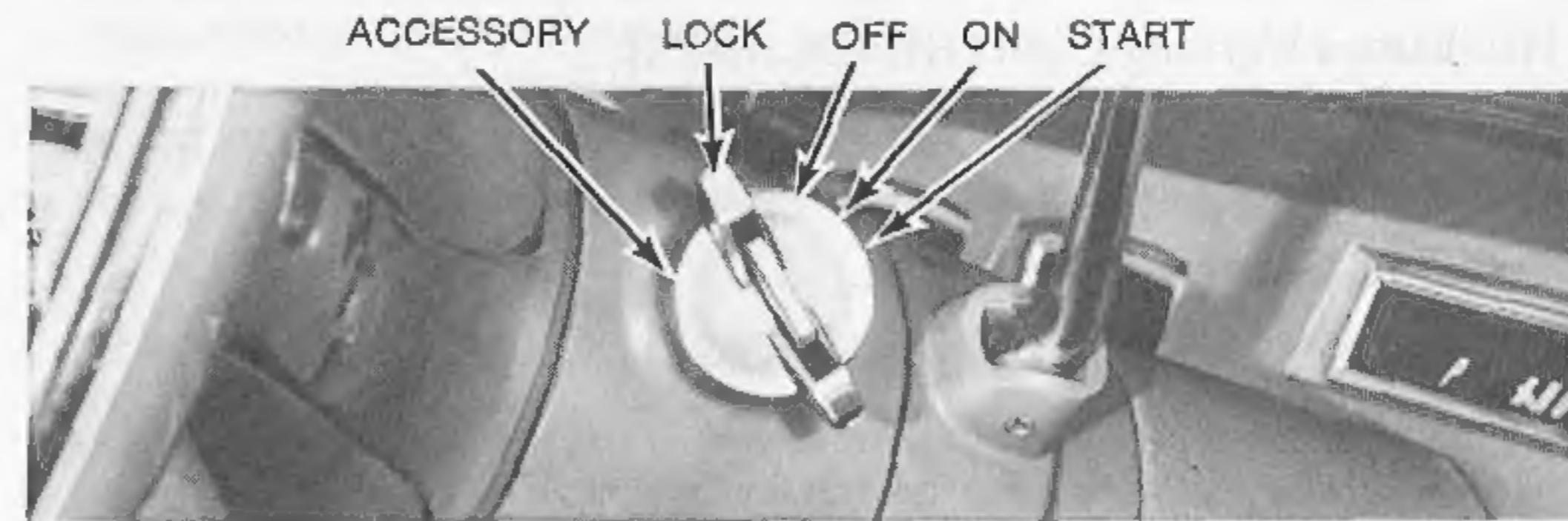


Operating Your Car

INSERT KEY IN IGNITION SWITCH

Your 1973 Lincoln Continental features a Reversible Key Locking System. Your ignition key (which also unlocks the car doors) has a square head. It has identical "bits" on the edges enabling you to insert the key into the lock whether it is up or down.

Before turning the key always check to make certain the shift lever is in P (PARK) or N (NEUTRAL).



Accessory

In the ACCESSORY position, you can operate electrical accessories, such as the radio, without having the engine running or electricity flowing in the ignition circuit. The transmission selector must be in Park to turn the ignition key to the ACCESSORY or LOCK position.

Lock

The key can be inserted or removed only in the LOCK position. The transmission is locked in PARK, the steering column is locked from turning, and the ignition is off.

CAUTION — Never reach through the steering wheel to release your steering lock.

Off

The OFF position is for the convenience of shutting the engine down without locking the steering column or the transmission.

On

ON is the normal operating position, with electrical power to the ignition system and to the car's accessories.

Start

The START position is used only to start the engine. When the key is released in START, it will return by spring action to ON. The engine can only be started in the PARK or NEUTRAL position of the shift selector.

Turn to ON Position

To move the selector out of PARK, the ignition switch must be in the OFF or ON position. Before starting the engine, check the electrical instruments in the ignition ON position.

Operating Your Car

Check Instruments Before Starting

When you are preparing to start the engine, the warning lights on the instrument panel will glow to indicate that their electric circuits are functional. The lights will go out when the engine starts.

Check that the following light up in the ON position (only when door is not completely closed)

Door-Ajar Warning Light (DOOR)

Headlamps Warning Light (HEADLAMPS)

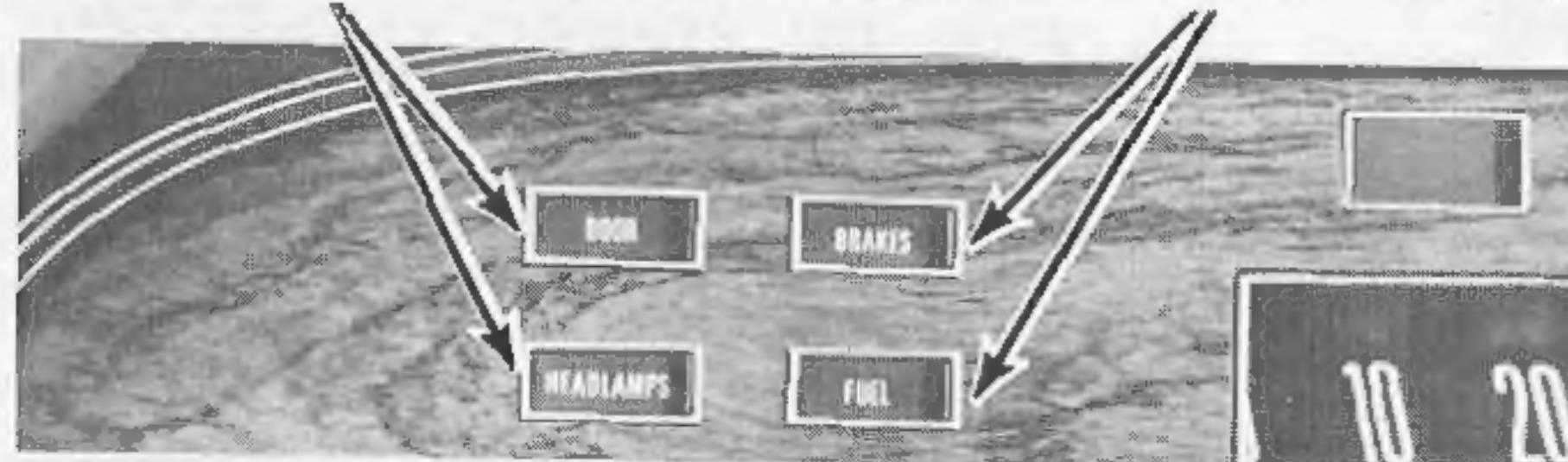
Check that the following light up in the START position (as you crank the engine):

Low-Fuel Warning Light (FUEL)

Brake System Warning Light (BRAKES)

CAUTION – If the BRAKES light does not glow red momentarily with the key in the START position, have electrical system checked.

LIGHTED IN ON POSITION LIGHTED IN START POSITION



Starting the Engine

Shift lever must be in P (PARK) or N (NEUTRAL) before key switch can be turned to start.

The starter should not be operated continuously for periods longer than one minute at a time. An interval of at least two minutes should be observed between such cranking periods to protect the starter from overheating.

CAUTION – If the engine stalls or falters in starting, wait 3 or 4 seconds before re-engaging starter. This will prevent possible damage to the starter or engine.

ENGINE COLD –

1. First turn the key to the ON position. Note: This must be done before step 2, not after.
2. Depress the accelerator pedal all the way to the floor; then release it slowly.
3. With the foot OFF the pedal, turn the key to START, until the engine is started, then release key.
4. If engine fails to start, repeat the procedure.

Operating Your Car

5. After a short period of engine warm-up (approximately 15 seconds), the transmission can be engaged for driving (with foot brakes applied).

CAUTION – During periods of cold weather, at or below freezing, or if pavement or driveway is slippery, the engine should be permitted to warm up for a longer period before engaging transmission and attempting to drive (about one minute). During such warm-up, the engine idle speed should be reduced after about 30 seconds by depressing the accelerator pedal slightly and releasing it. If engine speed is reduced before proper warm-up, the engine may stall upon transmission engagement and require re-starting.

NOTE – If air temperature is below +10°F, or the vehicle has been idle for several days, depress accelerator two or three times before starting.

ENGINE HOT – Turn the ignition key to the ON position. Depress the accelerator pedal one-quarter to one-half of the way down and hold in this position. (Do not pump the pedal.)

Turn the ignition key to the "Start" position until the engine starts, and then release the key. Permit the engine to operate freely momentarily, at slightly faster than idle speed, then release the pedal.

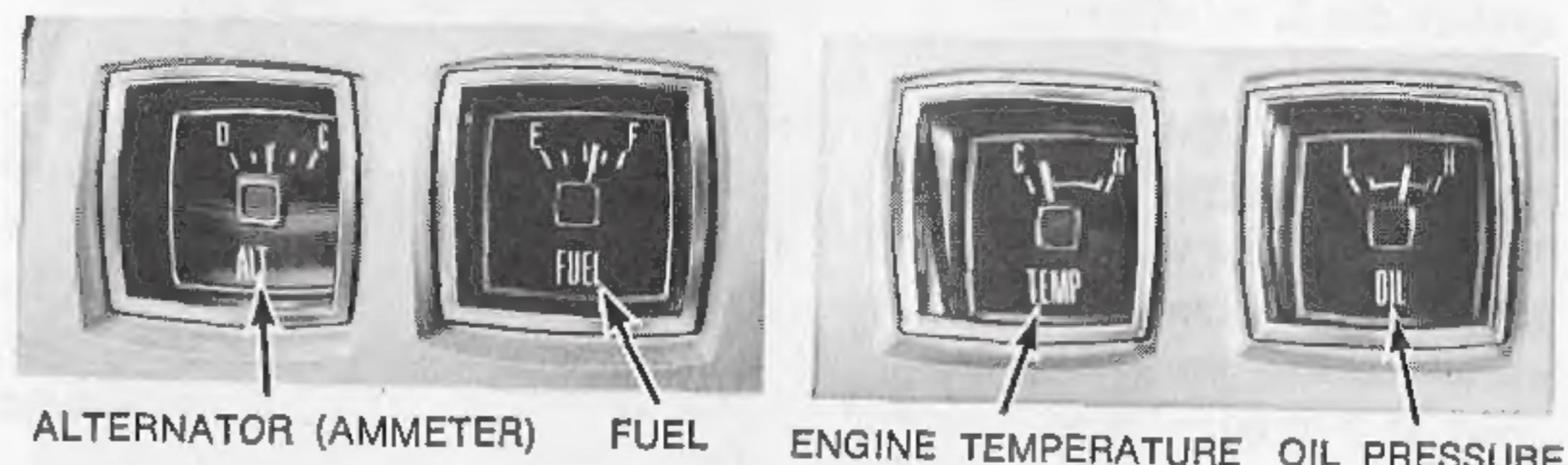
ENGINE FLOODED – Depress the accelerator pedal to the floor and hold it in this position. (Do not pump the pedal.) Turn the ignition key to the "Start" position, until the engine starts. When the engine starts, release the key, then the accelerator pedal gradually as the engine clears and speed increases.

BEFORE DRIVING

While you're waiting for the engine to warm, you can make a quick check of the instruments and visibility in all directions.

Check Instruments After Starting

When the engine starts, the warning lights should all be off and the gauge needles indicating acceptable ranges.



Operating Your Car

OIL PRESSURE GAUGE — The oil pressure gauge (OIL) usually reads to the right (H side) of the scale. It may move farther toward High when the engine is cold; and drop to the Low side at hot idle. If the gauge reading is below the operating band when the engine is running, stop the car immediately and determine the cause of the low pressure. Operating an engine without oil pressure can quickly destroy the engine bearings and other parts of the engine.

ENGINE TEMPERATURE GAUGE — The temperature (TEMP) gauge indicates how hot the engine coolant is. Your Lincoln Continental engine is designed to run hot for more efficient use of fuel. Therefore, the temperature needle will move to the right side of the operating band on the gauge as the engine warms up. In conditions such as heavy traffic or stop-and-go driving in hot weather, the gauge may read hot (H). Should the engine overheat at idle, the engine speed will increase automatically. With a higher engine speed and a resulting higher speed of the cooling fan, the temperature should drop. Idle speed will then return to normal.

If the gauge moves to H and stays there, stop the car immediately and determine the cause. Otherwise, the engine could be severely damaged.

FUEL GAUGE — The fuel gauge (FUEL) indicates how much gasoline is left in the tank. It operates with the ignition switch in the ACC or ON position.

ALTERNATOR GAUGE — This gauge (ALT) is an ammeter that registers the amount of charge or discharge of the battery. The D side indicates discharge, which should occur while cranking the engine or when electrical systems are being operated at idle or with the engine stopped. At fast idle or driving speed, the needle should move toward C (charge) until the battery's full power is restored. Then it will remain around the center of the gauge, indicating that the battery has a full charge. If the gauge reads discharge in normal driving, the charging system needs attention.

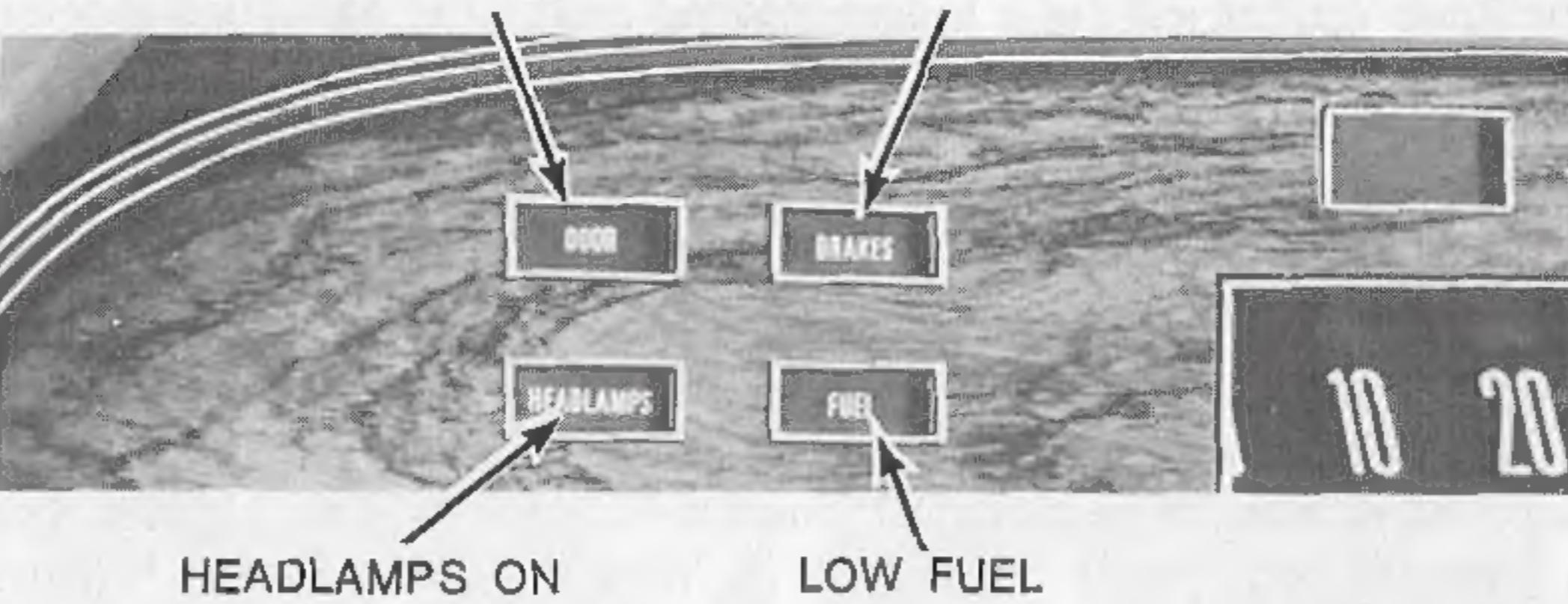
BRAKE SYSTEM WARNING LIGHT — With the engine running, step on the brake pedal to check that the brake system is okay. If the word BRAKES lights up, there may be a malfunction of either the front or rear brake system; or of the optional "Sure-Track" brake system. In either case, if in your judgment you can safely operate your car, proceed at a reduced speed to the nearest service facility for immediate repairs.

Operating Your Car

LOW FUEL WARNING LIGHT — When the word FUEL lights up with the engine running, it means the gas tank can be down to approximately three gallons (U.S.).

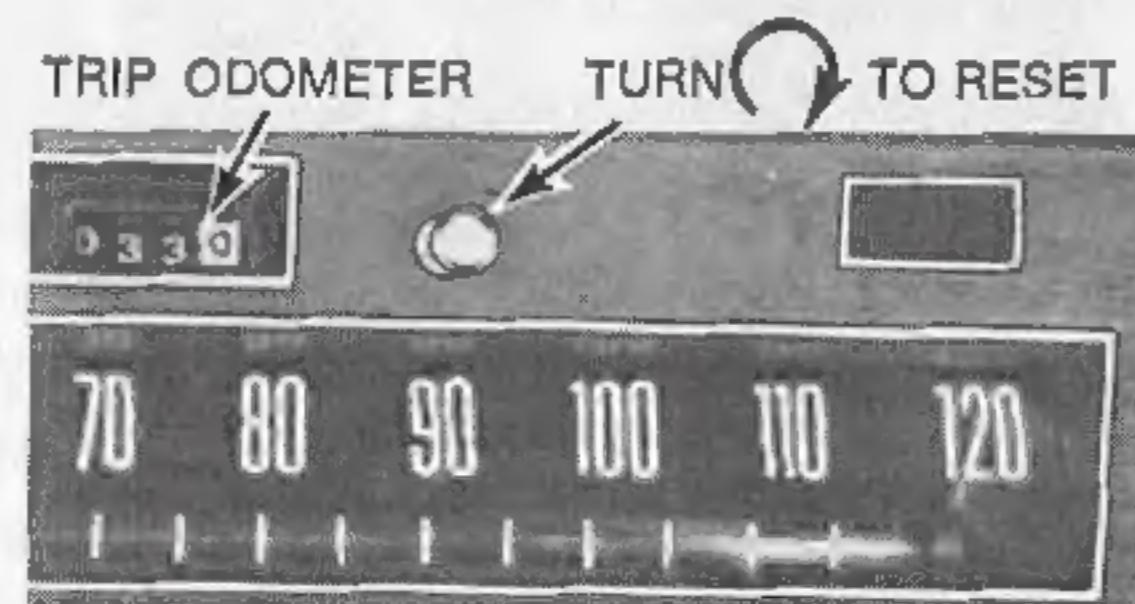
DOOR AJAR WARNING LIGHT — If the word DOOR lights up with the engine running, one of the doors is not fully closed.

DOOR NOT CLOSED DUAL BRAKE & SURE-TRACK SYSTEM



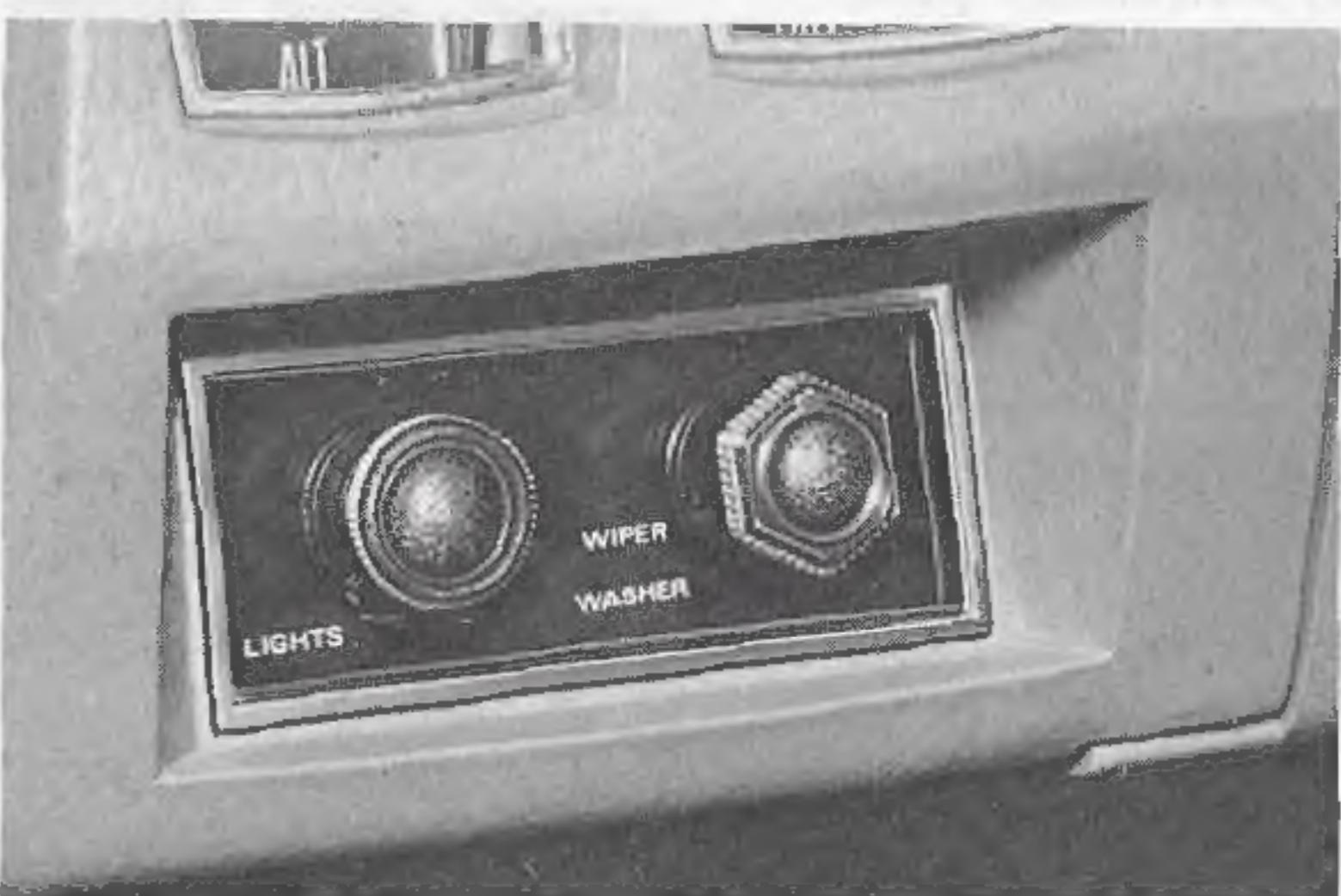
Set Trip Odometer

The trip odometer is a device that measures elapsed mileage. To reset it to zero, turn the knob clockwise.



Check Visibility

WINDSHIELD WIPERS — Two-speed electric windshield wipers are standard equipment. To turn them on, rotate the knob to the right. The first position is slow speed; the second, fast.



Operating Your Car

INTERVAL WINDSHIELD WIPERS — The optional wiper system can be operated as normal two-speed wipers; or with a variable, intermittent action.

For constant wiping, turn the knob to the right as with standard wipers. For intervals, turn the knob to the left. The blades then will make a complete cycle and stop at the low end of the pattern. The interval at which they stop can be varied from two to ten seconds. Turn the knob farther left for a longer interval and to the right for a shorter interval.

CAUTION — To avoid damage to the wiper arms and pivots, do not move the wiper arms manually across the windshield.

WINDSHIELD WASHERS — The windshield washer nozzles are in the wiper arm, so that they spray directly ahead of the blade on the down stroke and behind the blade on the upstroke.

To operate the washers, push in on the wiper control knob. The wipers will start up automatically on low speed as the spray begins. For a constant spray, hold the control in. Turn the knob to off when the windshield is wiped clean and dry.

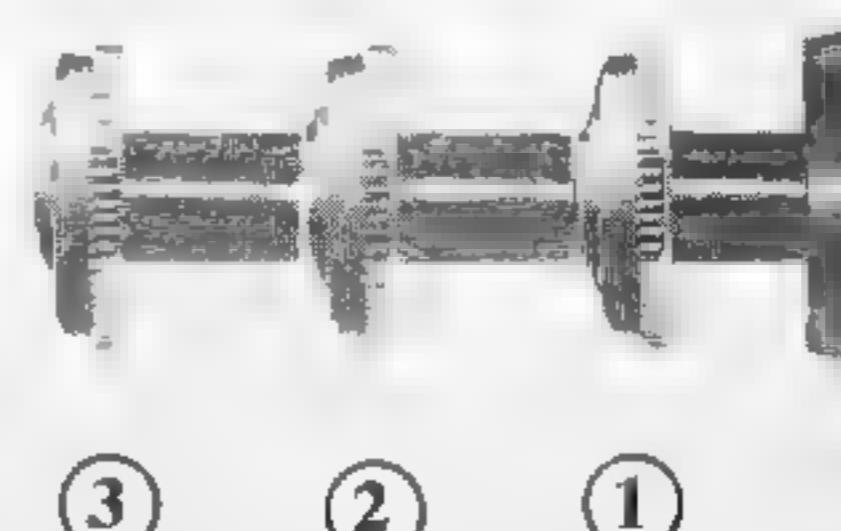
CAUTION — Do not attempt to knock ice off the washer jets with a hard or sharp instrument.

HEADLAMPS — Your headlamps should be on anytime you're driving from just before dusk to after dawn. Pull the switch all the way out to open the headlamp doors and turn the lamps on. A buzzer and warning light operate when the driver's door is open with the headlamps on.

Refer to the illustration for other lights controlled by the headlamp switch. The courtesy lights should be off when the car is in motion.

HEADLAMP SWITCH POSITIONS

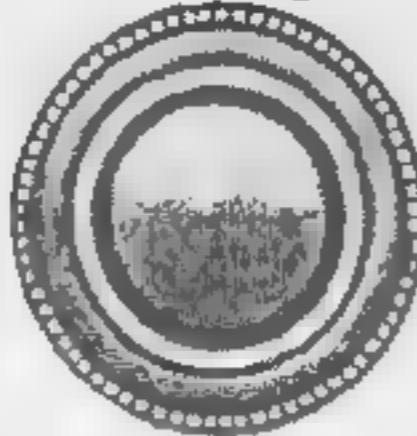
- ① All lights are OFF
- ② Parking lights, instrument panel lights, rear lights and side marker lights are ON
- ③ Headlamps, instrument panel lights, parking lights, rear lights and side marker lights are ON



① ② ③ With switch in above positions ② ③

Rotate fully counterclockwise to turn ON:
Rear Reading Lights*
Courtesy Lights

*Also individually operated by switches in the rear side trim panel armrests.



Rotate clockwise to DIM:
Instrument Panel
Lights

Operating Your Car

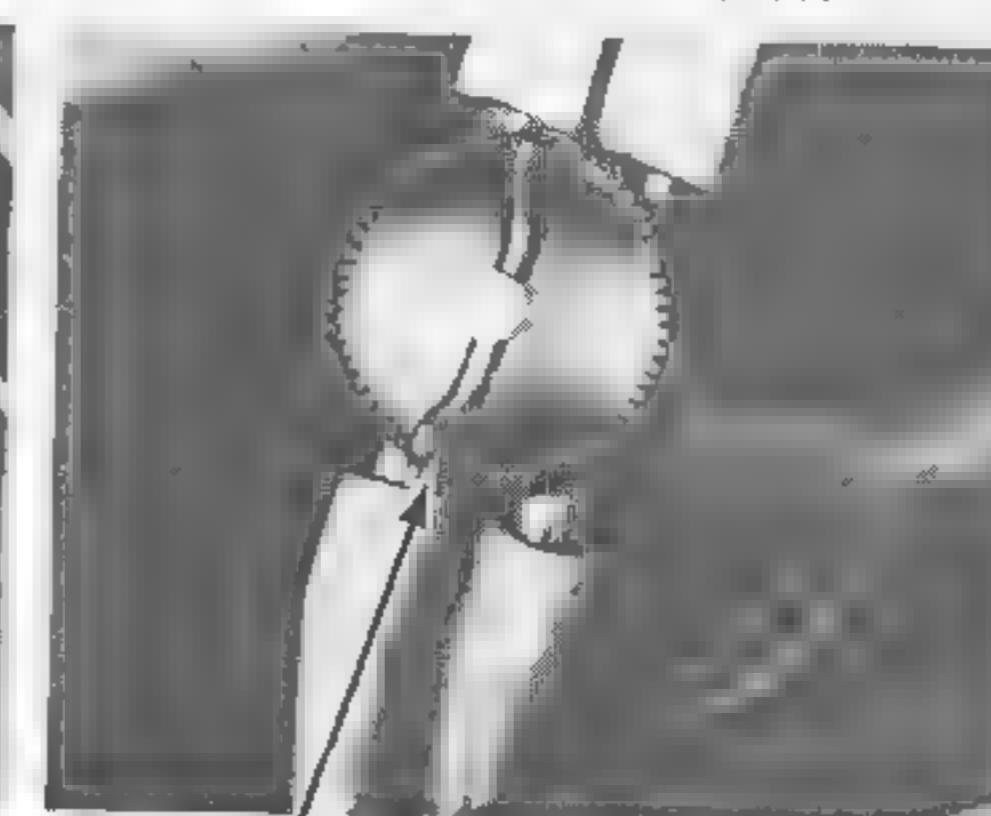
HEADLAMP DOOR OVERRIDE — A manual override valve for the headlamp doors is located on the left front-fender apron inside the engine compartment (see illustration). If the headlamp doors fail to open, turn the valve control 90 degrees counterclockwise, aligning the ridge on the valve parallel to the vacuum hoses. This will release the vacuum and the doors will open by spring force.

You can use this same control to keep the doors open while the car is being washed, so that the headlamps will get cleaned for safer night driving.

NORMAL POSITION



MANUAL OVERRIDE POSITION



VALVE CONTROL

NOTE — If the engine has not been run for a period of time, the vacuum reservoir may bleed down and the headlamp doors may open. The doors will close automatically when the engine is started, provided the headlamp switch is off.

HEADLAMP DIMMER SWITCH — When you turn on the headlamps, check that they are on low beam. If they are on high beam, the small, round light above the speedometer will glow red. The beam selector switch is on the toeboard next to the parking brake pedal. Press it with your left foot to change from high beam to low, or vice versa.

DRIVING

Economy Driving Tips

To operate your Lincoln Continental as economically as possible, here are a few driving suggestions:

1. Always keep your tires inflated to the recommended pressure for longer tire life and fuel economy.
2. Accelerate moderately; but do not creep. Get into high gear quickly so that the engine can operate economically.
3. Avoid hurrying up and slowing down. Maintain a level pace and flow with the traffic for good fuel economy.

Operating Your Car

4. Try to time the traffic signals so that you stop as infrequently as possible. Idling and acceleration are times of greater fuel consumption.
5. Maintain a moderate speed on the highway. Above 60 miles per hour (approximately), gasoline consumption per mile rises sharply.
6. Keep your engine tuned-up and keep other maintenance work on schedule for longer life of all parts and lower operating costs.
7. Keep your distance from other cars and be alert to avoid sudden stops. This will greatly reduce wear on your brake linings.

New Car Break-In

Your new car will not require an extensive "break-in", although as a matter of prudence, most owners avoid extended high speed operation for the first 1000 miles. Constant-speed operation should also be avoided, as parts tend to better adjust themselves to other parts if various speeds are used during the first 1000 miles. Also, it is a good policy not to make severe brake applications until after 100 miles of in-city or 1000 miles of highway operation, to allow the brake shoes to "seat" against the brake drums.

Don't expect top fuel economy until at least 2000 miles. All engines use more fuel until they are well broken in. Conserve fuel by avoiding fast starts.

New cars should be operated for 1000 miles before trailer towing.

A break-in oil is not used. The oil in the engine crankcase is the same specified type as you will use in regular changes. Change the oil and replace the filter at the regular time or mileage interval given in the maintenance schedules of this manual. Addition of anti-friction compounds or special "break-in" oils is not recommended during the first few thousand miles of operation, since these additives prevent piston ring "seating."

Release Parking Brake

The automatic parking brake release automatically releases the parking brakes when the engine is started and the transmission selector lever is placed in any forward or reverse gear position. To release the parking brakes manually, pull on the trip lever located near the upper end of the parking brake pedal arm.



Operating Your Car

Automatic Transmission Operation

The automatic transmission gives you fully automatic operation in D (DRIVE) range. It allows you to manually control the upshifts and to hold a lower gear for certain driving conditions. Following are explanations of the selector positions.

P R N D 2 1

P (PARK) — This position locks the rear wheels and the transmission whether or not the engine is running. Always come to a full stop before shifting into P.

Remember, you must be in this range to remove the ignition key. Do not use the PARK position in place of the parking brake. In addition, you should set the parking brake everytime you leave the car.

R (REVERSE) — The car must be fully stopped before shifting into or out of REVERSE.

N (NEUTRAL) — When the transmission selector lever is placed in the N position, there is neither forward nor reverse gear engagement.

D (DRIVE) — The normal driving range is indicated by D. This will permit the car to start in first gear, giving the best combination of automatic gear shifts to provide for economy and full-power starts. As the accelerator is depressed and the car picks up speed, automatic shifts to second and high gears will occur. The transmission will automatically downshift from high as speed decreases.

2 (SECOND) — This position provides a second gear start-up and holds in second gear. To permit an upshift to high gear, move the selector to the D position. The 2 position is particularly useful when ascending moderately steep grades, or for engine braking purposes on mountain downgrades. Use the 2 position for starting up when the roads are wet or slippery. Do not exceed 70 mph in 2 position.

1 (FIRST) — The transmission starts in first gear and holds in first. To help brake the car on hilly roads where the 2 position does not provide sufficient braking, shift the selector lever to 1. The transmission will downshift to and remain in second gear at speeds above approximately 20 to 30 mph depending on axle ratio and tire size. Your speed must drop below 20-to-30 mph before the transmission will automatically downshift to and remain in first gear. Upshifts from 1 can be made

Operating Your Car

only by manually shifting from 1 to 2 and then from 2 to D position. Under normal conditions, the transmission may be shifted to the 1 position at speeds up to 70 mph.

CAUTION — To avoid skidding on slippery road surfaces (wet, icy, gravel, greasy, etc.) do not shift into 1 position at speeds above 20 mph.

FORCED DOWNSHIFTS (D POSITION ONLY) — At speeds from 35 to 70 mph in D (DRIVE) range, you can get the power and acceleration needed to pass moving cars or climb steep grades by pushing the accelerator to the floor to downshift from high to second gear. A forced downshift from high or second to low gear is possible at speeds under 35 mph in D (DRIVE) range.

Speedometer and Odometer

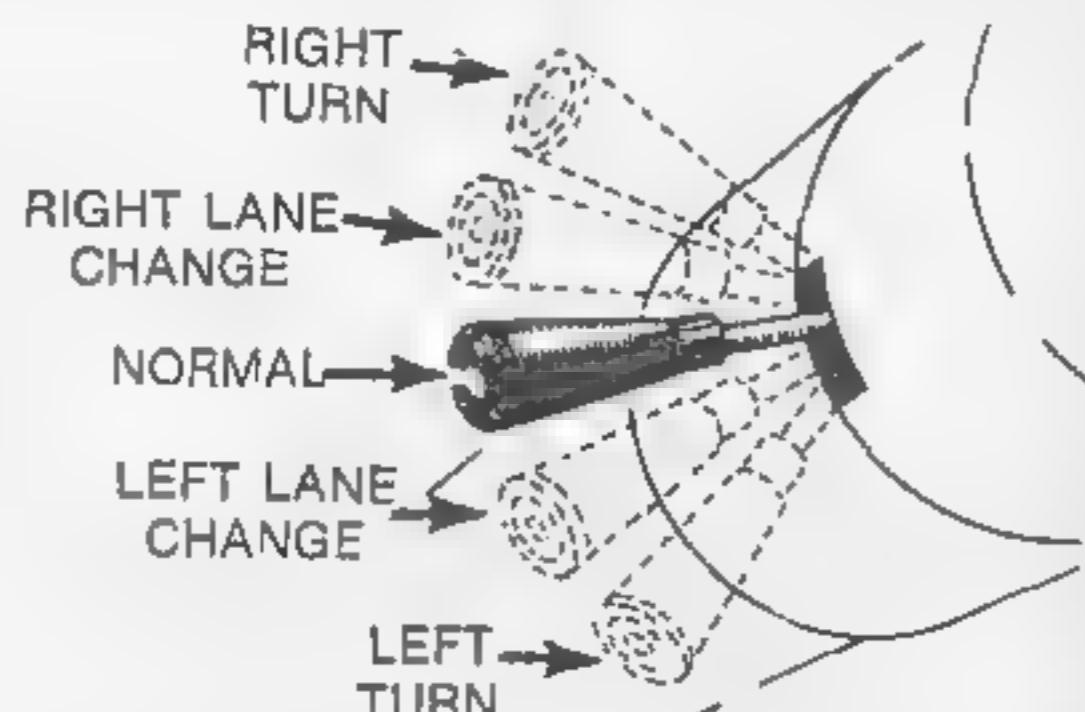
Your speedometer is marked in increments of five miles per hour to register road speed. The odometer records the total miles the car has been driven. The optional trip odometer can be reset to zero at any time to measure elapsed mileage.

Turn Signals

The turn signal lever is at the left of the steering column. Pull the lever down until it clicks and holds to signal a left turn; push up to signal a right turn.

When you signal thus for a left turn, the left-front parking light and left-rear taillight will flash on and off, along with the indicator light above the left end of the speedometer. For a right turn, the same lights flash on the right side of the car with the indicator at the right end of the speedometer.

The lever returns to neutral automatically as the turn is completed, unless the turn is very shallow. In that case, the indicator will continue flashing and you'll be able to hear the flasher click; signaling you to manually return the lever to center.



IMPORTANT — If the turn indicator light on the instrument panel does not flash; if it remains on continuously; or if no flasher sound can be heard when signaling a turn, there is a malfunction in the system that should be corrected as soon as possible. Until the repair is made, be sure to use the accepted hand signals to indicate your driving intentions.

Operating Your Car

Lane Change Signal

To signal for changing lanes, you can flash your turn indicators by moving the lever part way in the turn direction, just before it would click and hold. Hold the lever in this position manually until you have made the lane change. Then, just let it go, and it will return to center.

Horn

When it is necessary to sound your horn, squeeze the inner rim of the steering wheel.



Anti-Theft Alarm System (Optional)

The Anti-Theft System (when armed) will intermittently sound the car horn when the passenger compartment or trunk is opened. When leaving car unattended, be sure to lock all doors.

To arm the system, use the ignition key in either front door lock. By locking the door with the key, you automatically set the system so that opening any door or trunk lid will activate the car horn. The system is dis-armed when either front door is unlocked with the key.

CAUTION — To prevent inadvertent sounding of the horn alarm, do not arm system until doors and trunk have been closed. Do not open trunk unless system has been disarmed.

The engine compartment is protected by a key-lockable hood latch located under the instrument panel. With the horns located in the engine compartment, disabling the electrical system is too time-consuming for the average joy-rider or petty thief. And, while the Anti-Theft Alarm System cannot prevent a professional thief from taking a car—or prevent wheel covers from being stolen—the horns will make enough noise to scare off the amateur intruder.

If an intrusion occurs, the horns can be deactivated only by inserting the key into the ignition system and switching to either ACCESSORY or ON position. Closing the intruded doors or trunk lid will not deactivate the system. The horns will continue to sound for approximately five minutes unless the system is deactivated.

The following steps may be taken in order to test the operation of the system:

- Leave a window open and lock and arm the system.
- Open a door by reaching through the open window—normal operation of the horn alarm should occur.
- The alarm may be turned off by turning the ignition key to ON or ACCESSORY.

Operating Your Car

Automatic Headlamp Dimmer (Optional)

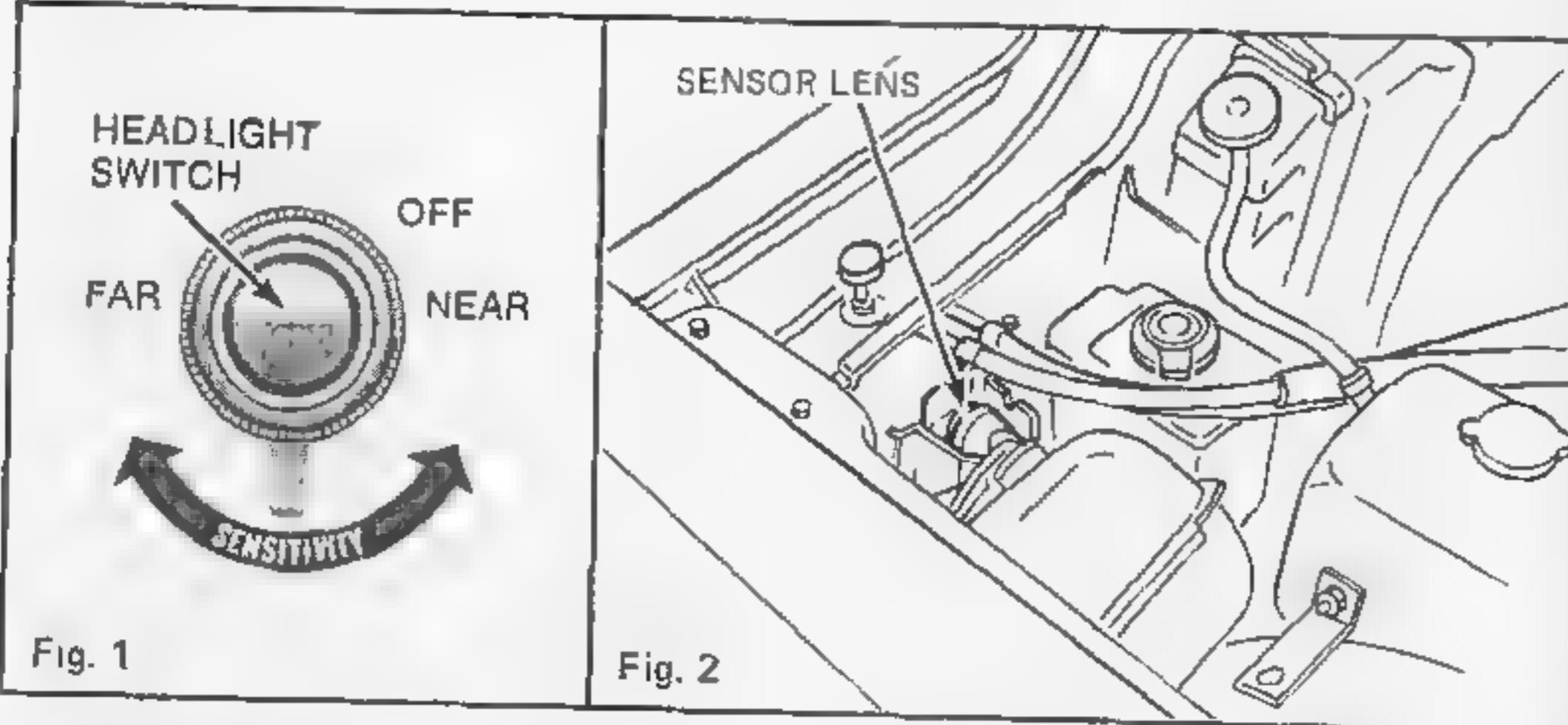
This feature automatically switches the headlamps from high-beam to low-beam when it detects the lights of another car approaching, or in well-lighted areas where you don't need your high-beams. It will switch back to high-beams automatically where conditions require them. It is set up to operate by the dimmer foot switch and its sensitivity is controlled by a flag-type knob behind the light switch.

SET ON AUTOMATIC — To use the automatic feature, turn the headlights on and press the foot-switch part way. If the high-beams (bright lights) come on and the high-beam indicator light is on, the unit is in the automatic position. Release the foot-switch.

If the high-beams do not come on, press the foot-switch as far as it will go, and release it to put the unit in the automatic position.

To manually switch to high-beam for signaling on-coming traffic (when using the automatic control), press the foot-switch part way and hold it. The high-beam will be maintained as long as the switch is held in this position. To return to automatic control, release the foot-switch.

The low-beam can be locked in by completely depressing and releasing the foot-switch; returning the system to the non-automatic position.



SENSITIVITY CONTROL — For normal driving conditions, place the control (Fig. 1) at the center of its travel (flag at 6 o'clock). Move it to the left, if you want the lights to react at a farther distance; and to the right for reaction at a closer distance.

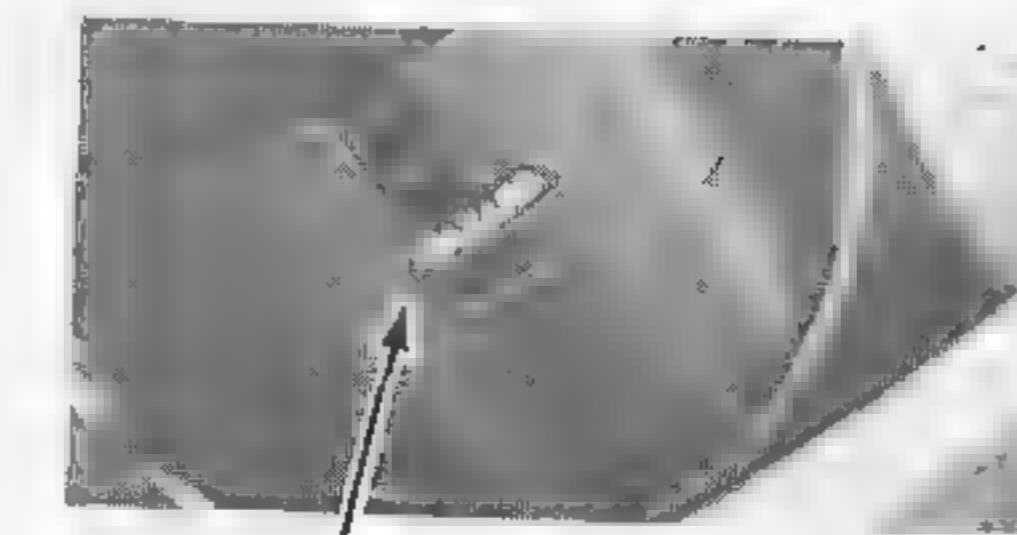
To shut the automatic feature off, move the control fully to the right.

For proper operation, the "Auto Dimmer" sensor lens (Fig. 2) must be periodically cleaned. The sensor lens is attached to the driver's side of the radiator support assembly in the engine compartment. To clean, open hood and wipe the lens with a soft cloth.

Operating Your Car

Hazard Warning Switch

A hazard flasher system gives you added safety during emergency parking. When the system is operated, the front and rear turn signals and front-side marker lamps flash a warning at the same time.



The flasher switch is located on the steering column below the ignition switch. Pull the switch out to start the flashers; press in on the switch to stop the flashing action.

CAUTION — Do not use the hazard flasher system while moving on the highway. Such operation is prohibited in certain areas.

Foot Brakes

Your Lincoln Continental is equipped with vacuum-assisted, four-wheel hydraulic brakes. The front brakes are disc-type; the rear brakes are drum-type. The brakes are self-adjusting and automatically compensate for braking action lost as the result of normal lining wear. The adjustment takes place when you apply the brakes repeatedly while moving in reverse.

CAUTION — Do not drive the car with your foot resting on the brake pedal, as it may result in abnormally high brake temperatures, excessive lining wear, and possible damage to the brakes.

A dual master-cylinder is used in the brake system so that the front and rear brakes can operate independently, if necessary. If there is an accidental loss of fluid in either the front or rear brake system, the unaffected brake system will still work. However, the distance needed to stop will be increased. In case of a loss of hydraulic pressure in the front or rear brakes, the BRAKES warning light on the instrument panel will light up when the brakes are applied. Any malfunction in the hydraulic braking system should receive immediate mechanical attention.

Sure-Track Brakes (Optional)

The Sure-Track brake system gives better control of the car when the brakes are applied severely. It reduces skidding by automatically releasing and reapplying the rear wheel brakes whenever a skid starts. Locking up of the rear brakes on a slippery surface is a primary cause of skidding.

CAUTION — Ford Motor Company has not found any detrimental effects of popular mobile radio transmitting equipment installed on vehicles equipped with the Sure-Track brake system if normal radio installation practices, such as published by the radio manufacturers, are rigidly adhered to. However, after installing mobile radio transmitting equipment, should the Sure-Track system cycle at any

Operating Your Car

time other than after turning the key to the ON position, have your Mobile Radio dealer inspect the installation. Interference from mobile radio transmitting equipment will not affect the vehicle's brake system.

In normal operation, the braking action is the same as with standard brakes. The system is cycled once each time the ignition switch is turned on. You may hear a click then, and the sound of cycling. The BRAKES warning light will light up if there is any defect in the system. Get immediate attention if the light goes on.

IMPORTANT — Always exercise more care when the road is slippery or irregular; or has a loose driving surface.

Speed Control (Optional)

The speed control provides an automatic control of the car's road speed above 30 mph. Controls are in the steering wheel spokes.

AUTOMATIC OPERATION — To set the speed control for automatic operation:

1. Press the ON switch located on the left steering wheel spoke. The speed control system is ready to be placed in automatic operation.
2. Accelerate the car to the speed desired (must be above 30 mph), and momentarily press the SET-ACCEL switch located on the right spoke. To avoid a further increase in speed, do not hold the switch in the depressed position.
3. Release the accelerator pedal and the car speed will be automatically maintained.



The speed of the car can be increased by either of two methods:

1. Use the accelerator pedal to get up to the desired speed and momentarily depress the SET-ACCEL switch. When the switch is released, the automatic speed control will take over.
2. At speeds above 30 mph, press the SET-ACCEL switch and hold it until the desired speed is reached. Release the switch and the control will resume automatic operation.

To lower the speed at which automatic control is desired, press the COAST switch located on the right steering wheel spoke and hold it. The car will gradually slow down. When the lower road speed is reached, at which automatic control is desired, release the switch.

Operating Your Car

CANCELLING SPEED CONTROL AUTOMATIC OPERATION — Automatic control is cancelled by any of the following methods:

1. Slightly depressing the brake pedal. Once the speed control automatic operation is cancelled by depressing the brake pedal, the system will not again assume automatic control until the SET-ACCEL switch is depressed.
2. Depressing the OFF switch located on the left steering wheel spoke.

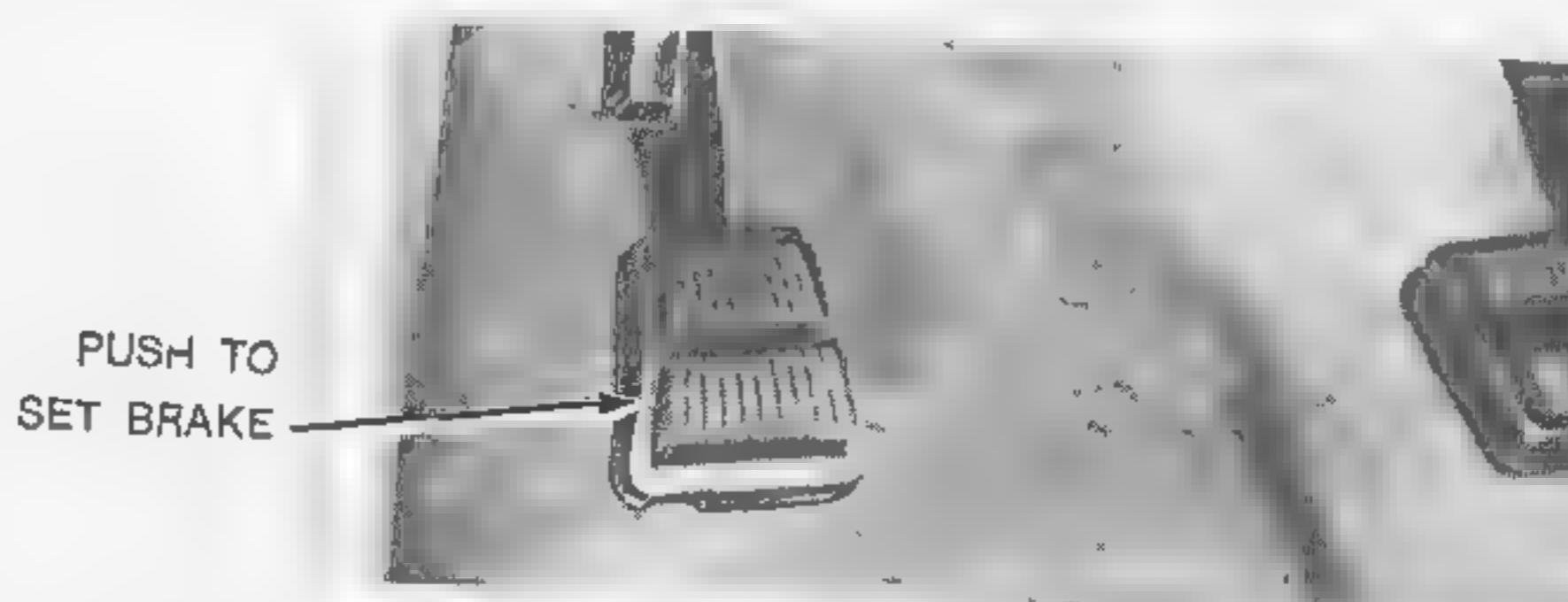
After the OFF or ignition switch shuts the system down, it can be reactivated only by pressing the ON switch.

AFTER DRIVING

When you stop the car to leave it parked, here are the steps you should take for safety and security from theft:

Set Parking Brake

The parking brake pedal is suspended above the toeboard at the extreme left of the foot brake pedal. To set the brake easily, push firmly on the brake pedal with your right foot, and hold it while you apply the parking brake with your left foot.



Transmission in Park

Move the shift selector to the PARK position so you can set the ignition lock. In addition, you should set the parking brake everytime you leave the car.

Close All Windows

Be sure to close all the windows before pulling the ignition key, since the power windows won't operate with the key out. Use the ACCESSORY or ON position of the ignition switch to power the windows as you operate the window controls in the armrest panels (Page 8).

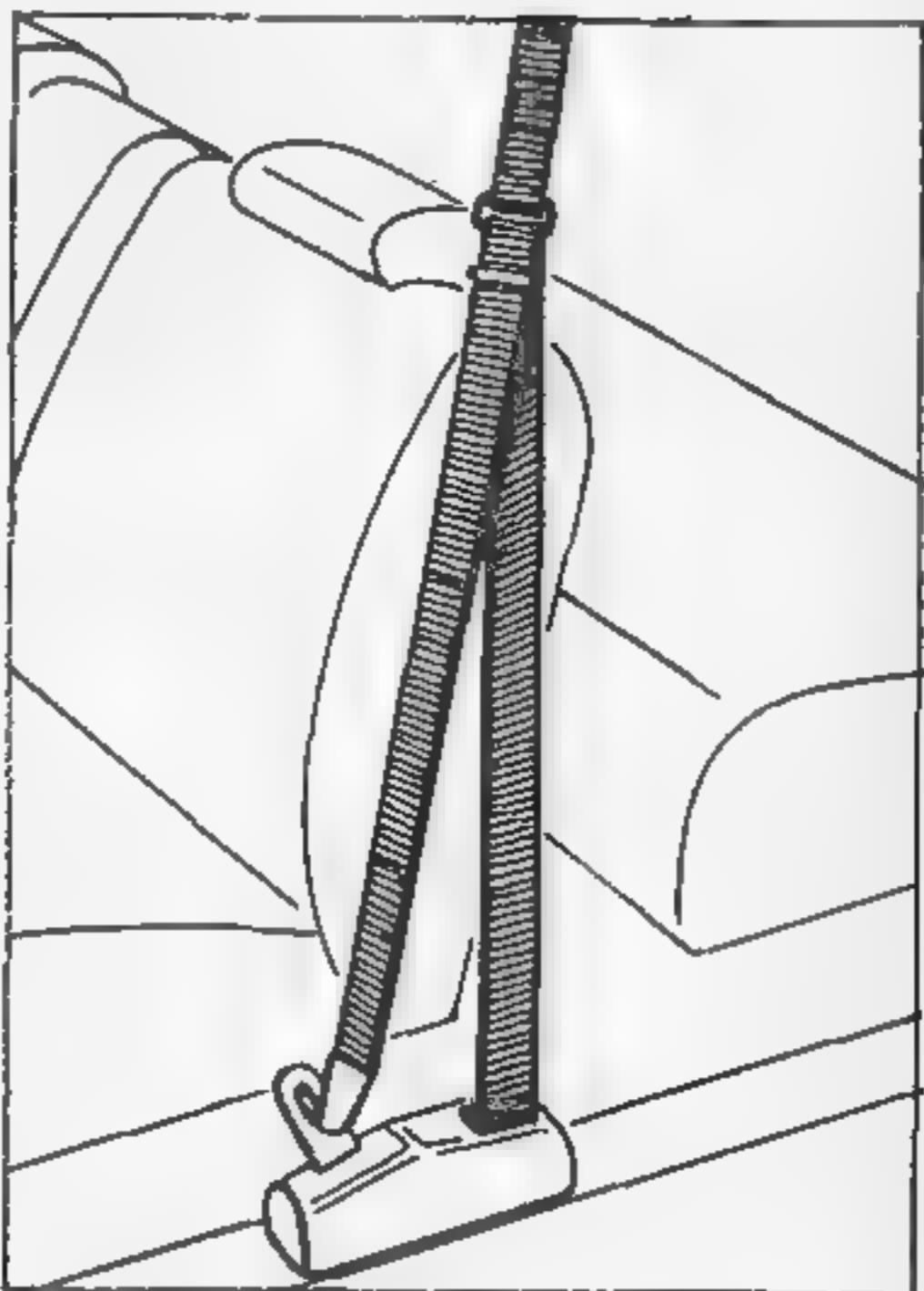
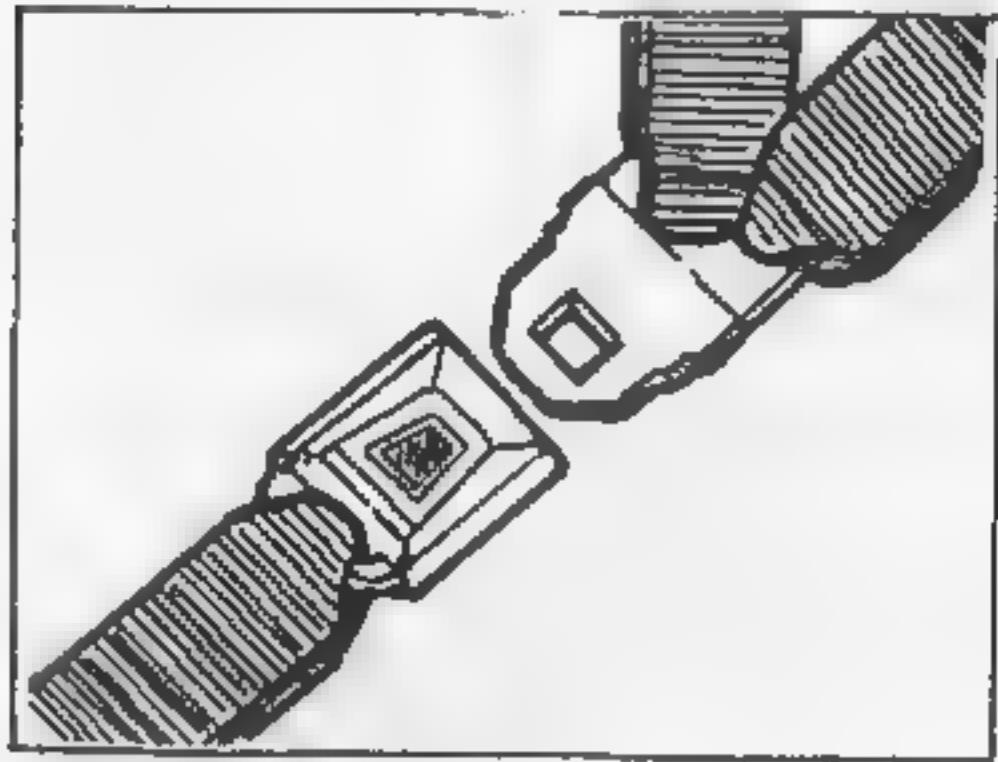
Remove Keys

Turn the ignition switch to the lock position. Remove the key. If you should leave the key in the switch, a warning buzzer will sound when the driver's door is opened.

Operating Your Car

Release Seat Belts

Push the button in the center of the buckle to release the lap-shoulder belts. The lap-shoulder belts will automatically retract into the fully stowed position.



Unlock Doors

Unlock the doors to leave the car by operating the electric lock control in the armrest, or by lifting up the lock knobs.

Lock the Car

To lock the car, press down on the door lock buttons or operate the electric lock control as directed by the printing on the armrest control face. See Page 8. Close the front doors while keeping the button on the outside handle pushed in. Close the rear doors with both door locks engaged and they will remain locked. The front doors can be unlocked from outside the car only with the square-head key.

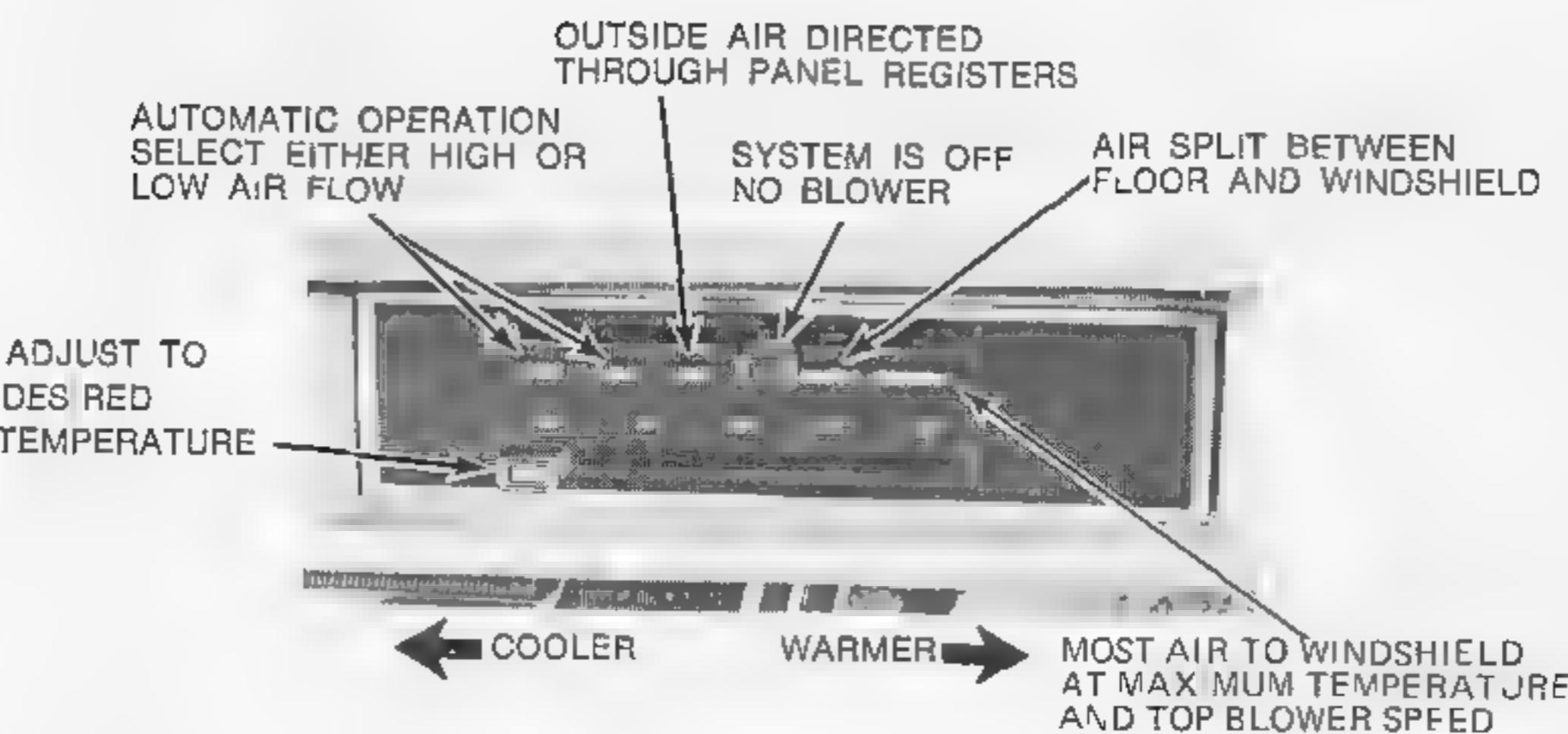
COMFORT AND CONVENIENCE

Your Lincoln Continental is equipped with many features to give you additional comfort and convenience in driving. The next few pages tell you how to operate this equipment.

Air Conditioner with Automatic Temperature Control (Optional)

The automatic temperature control system has the heating and air conditioning built into an integral unit. It automatically produces and maintains the temperature you select inside the car. It also dehumidifies (dries) the air when it is operating on a cooling cycle.

Operating Your Car



AUTOMATIC TEMPERATURE SETTING (HEATING OR COOLING)

— To set the system up to maintain a specific temperature:

1. Open the four adjustable registers on the instrument panel.
2. Move the lower slide lever to the temperature desired. (Don't move it to the end of the scale to speed things up. This may in fact cause a delay, as several adjustments may be required for the desired comfort setting. Choose the temperature you want to maintain.) If you are unsure of what to select, start with 75 degrees.
3. Move the upper lever to the HIGH or LOW position to place the system in automatic operation.
4. Allow time for the car interior to reach the temperature you have set before making any minor adjustments.
5. Adjust the instrument-panel registers, if desired. Move the slide bar to open or close the registers. Turn the register itself to change the direction of air flow.

Eight fan speeds are used for automatic temperature control. The LOW position has five fan speeds. This selection is generally enough for temperature control when the outside air is neither extremely cold nor hot. The HIGH position has three more fan speeds which may be required when the outside air is considerably colder or warmer than the temperature selected on the dial. In both the LOW and HIGH positions, the fan speed for the temperature control is selected automatically. The HIGH position will operate using interior car air when ambient or interior temperatures are high enough.

Operating Your Car

NOTE — In the winter, the automatic temperature control won't go on until the engine warms to about 125 degrees. This usually takes about four minutes at freezing; longer, when it's colder outside.

WINDSHIELD DEFROSTING — To defrost the windshield, move the upper lever to DEFROST. The fan will go on its highest speed and maximum heat will be directed to the defroster outlets. There also will be some air flow through the heater outlets and rear heater duct.

With DEFROST selected, the system will operate as soon as the engine starts, regardless of the temperature.

WINDSHIELD DEFOGGING — To remove fog from the windshield, put the upper lever at the DEFOG position. The operation will be similar to the HIGH position, except air will also be directed to the defrost outlets, the heater outlets and rear heater ducts.

NOTE — To remove fog that may appear on the windows in mild, humid weather, set the upper control in either the HIGH or LOW POSITION. Operate the system for approximately 30 seconds before switching to the DEFOG (or DEFROST) positions. This will remove the humid air from the system and reduce the possibility of rapid fog formation on the windshield which can occur if humid air is blown onto cool glass.

VENTILATION — For ventilation, put the upper lever in the VENT position. The fan will operate at low speed and send outside air to the instrument panel registers.

TIPS FOR BETTER HEATING AND DEFROSTING — To improve heater and defroster efficiency and reduce the possibility of fog formation on the inside of the windshield, remove any snow or ice from the air-intake located outside the car below the windshield. Always remove snow and ice from the windshield, side and rear windows, and outside mirrors before driving the vehicle.

TIPS FOR BETTER AIR CONDITIONING — If the car has been parked with the windows closed during hot weather (especially under a direct sun), the air conditioner will do a much faster job of cooling if you will drive for two or three minutes with all the windows open. This will force most of the warm air out of the car. Then, close the windows and operate the air conditioner in the regular way.

Operating Your Car

When stopped in traffic for long periods of time in hot weather, place the automatic transmission lever in PARK position to increase the engine idle speed. This aids in engine cooling and air conditioner efficiency.

NOTE — An air conditioner normally removes a considerable amount of moisture from the air as it passes through the cooling unit. Oftentimes after the car stops, a pool of water may collect on the ground or pavement below the air conditioner drain. This is normal and is nothing to be concerned about.

Rear-Window Defroster (Optional)

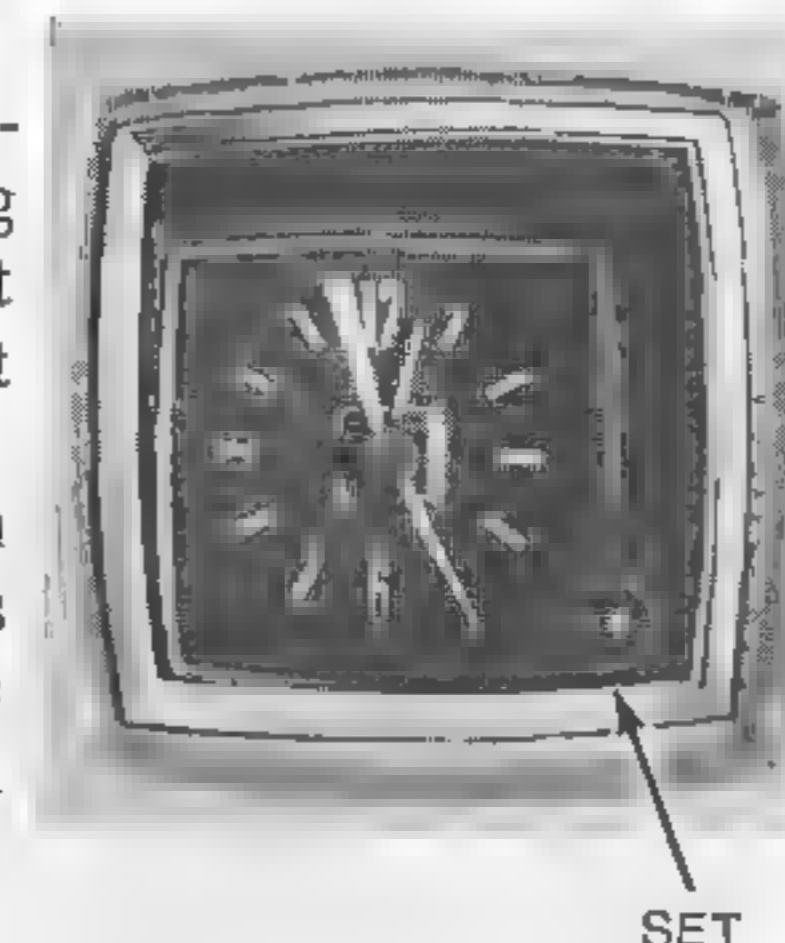
The rear-window defroster uses heating wires on the glass to clear frost from the window. The control is in the convenience panel at the top center of the instrument panel. To operate it, pull out on the switch and let it go. To turn it off, push in the switch and let it go. A light on the panel above the switch glows while the system is operating. It also turns off automatically when the ignition switch is turned off.

CAUTION — To prevent damage to the ceramic conductors, which are bonded to the interior surface of the rear window, sharp instruments or window cleaners containing abrasives should never be used to clean the interior surface of the rear window.

Electric Clock

The electric clock has an automatic adjustment to compensate for losing or gaining time. To reset the time, pull out on the reset knob and turn it in the direction you want the hands to move.

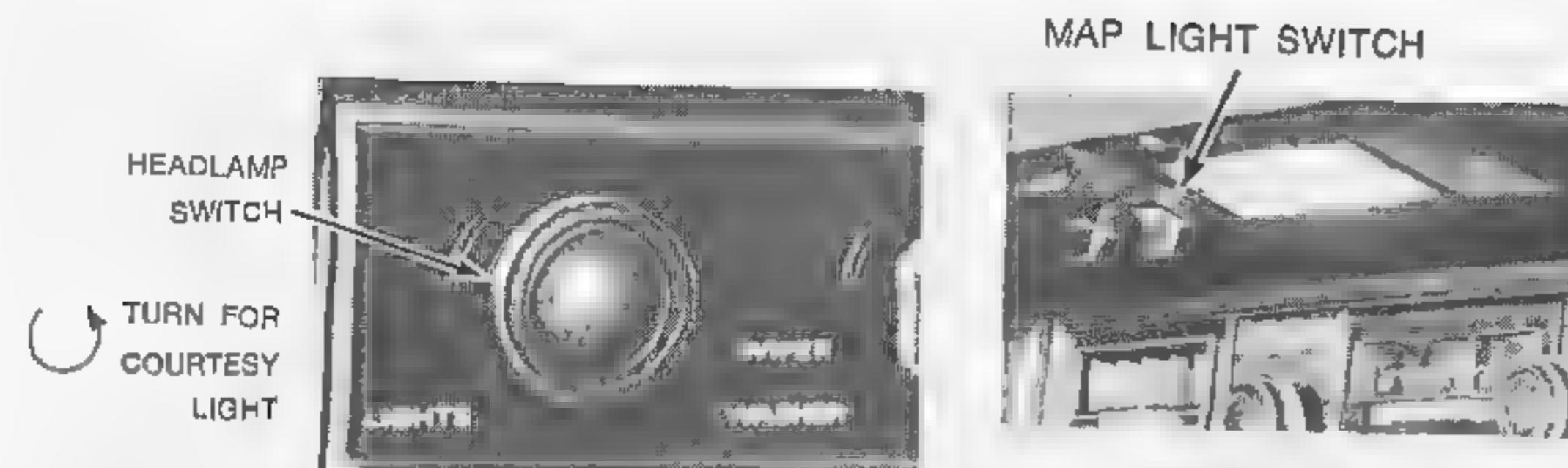
If the error is more than three minutes in 24 hours, reset the time once a day until it is accurate. If the error is less than three minutes a day, let it accumulate for several days before making the correction.



Courtesy Lights

The courtesy lights in your Lincoln Continental turn on automatically when any door is opened. They also can be turned on by twisting the headlamp switch fully counterclockwise.

Operating Your Car



The rear reading lights and front map light have individual switches so that they can be turned on and off independent of the door jamb and headlamp switches. The map light switch is directly to the left of the light. The reading light switches are in the rear armrests.

Power Radio Antenna

A power antenna is standard with all radios on the Lincoln Continental. The switch to raise or lower the antenna is on the convenience panel just above the left edge of the radio.

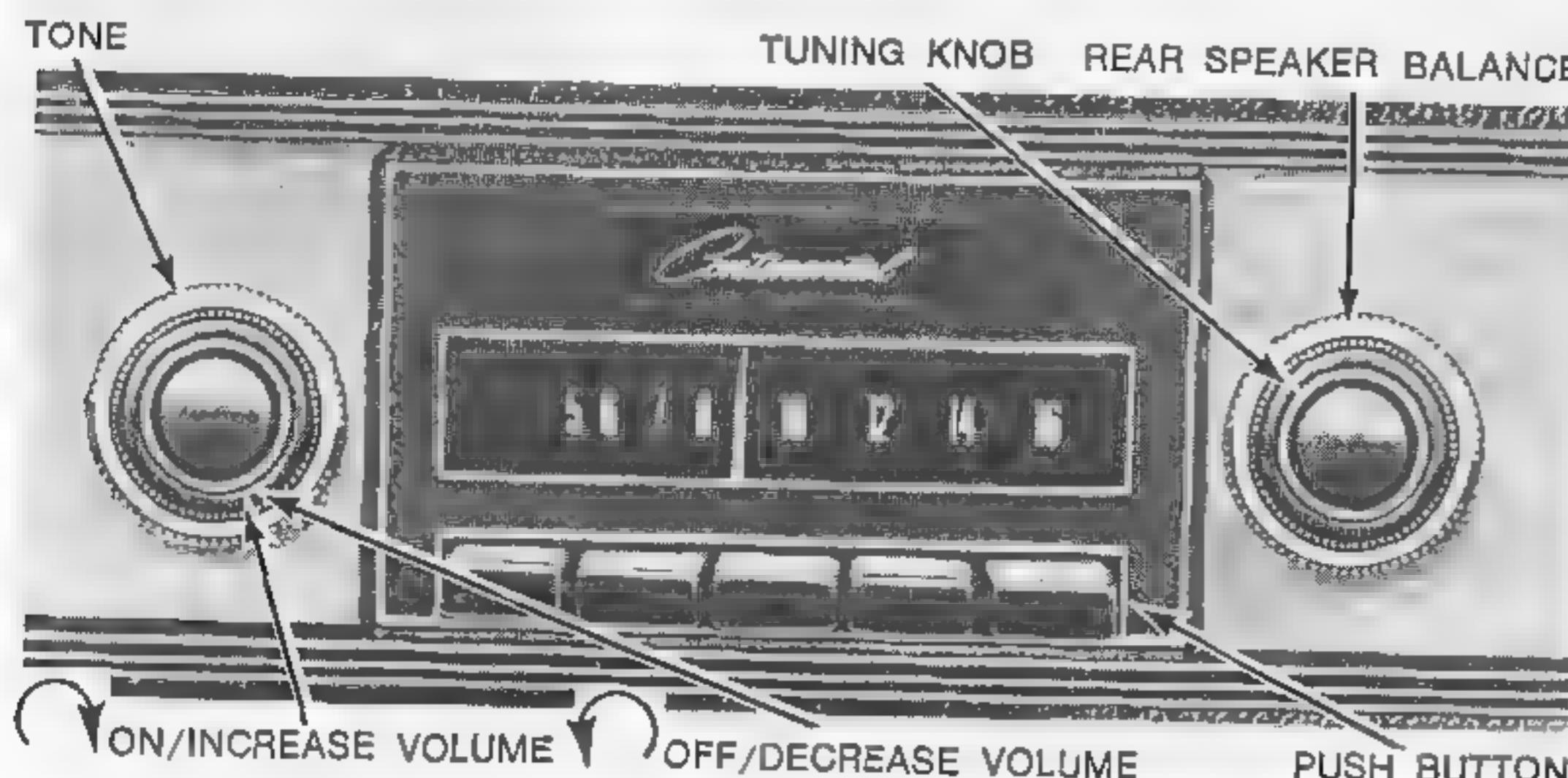
When the antenna reaches its full up or down position, you'll hear a clicking noise. Release the switch. For best reception of AM or FM, raise the antenna as high as it will go. Lower it going into or out of a garage or car wash; or when driving under any low hanging object. Wipe the antenna clean occasionally with a dry cloth.

Rear Seat Speakers

Rear seat speakers are standard with all radios. The balance control adjusts the balance between the front and rear speakers. It is located behind the tuning knob at the right side of the radio.

AM Radio

The AM radio can be played with the ignition switch in the ACCESSORY or ON position. Refer to the illustration for operation of the controls.



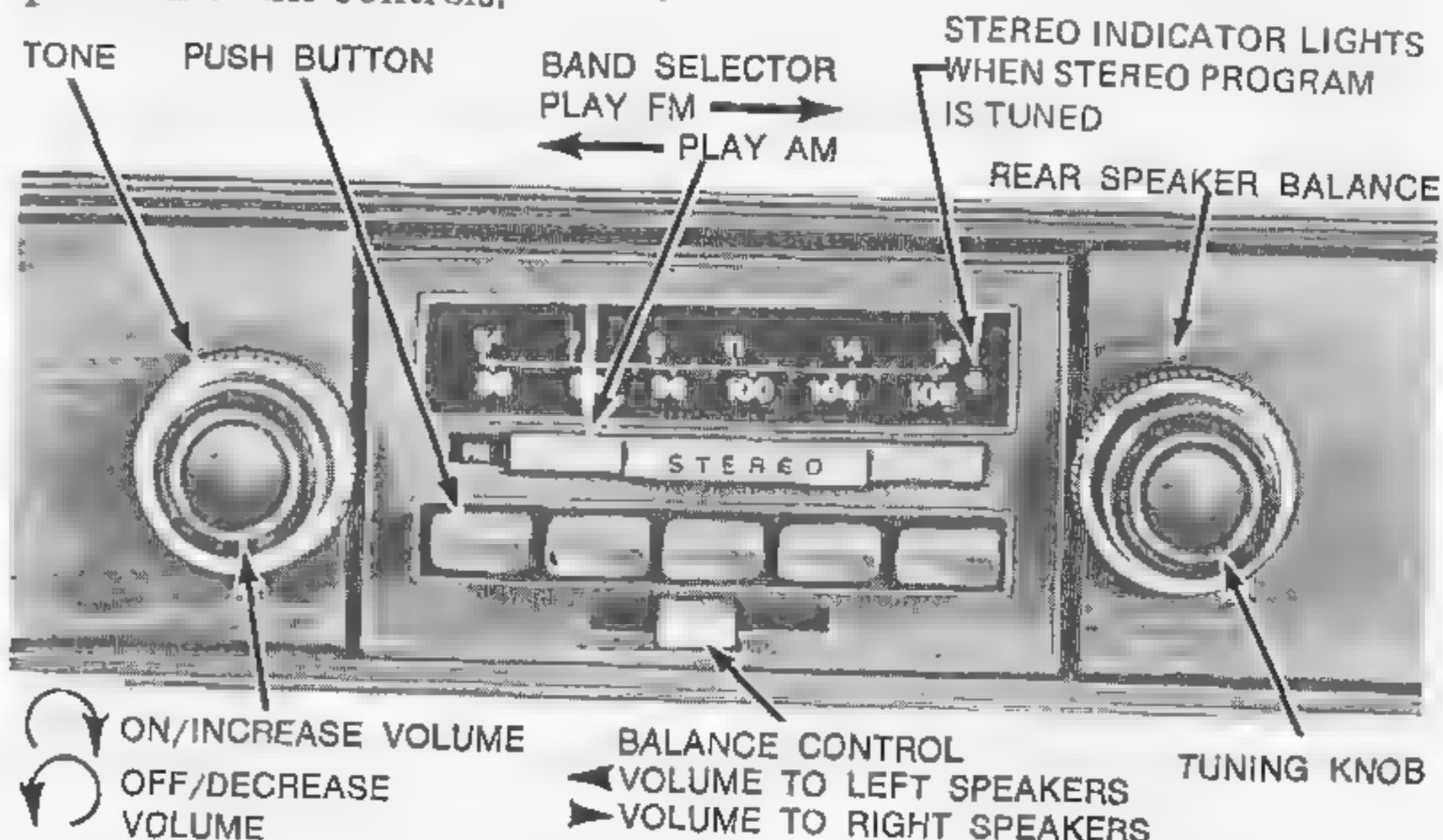
Operating Your Car

SETTING PUSH BUTTONS — To set the station selector push buttons:

1. Pull the push button straight out until it stops.
2. Tune in the station you want with the manual tuning knob at the right of the radio dial.
3. After the station is clearly tuned in, push the selector button straight in until it stops.
4. Repeat for the remaining buttons.

AM/FM Stereo Radio

The optional AM/FM stereo radio can be played with the ignition switch in the ACCESSORY or ON position. Refer to the illustration for operation of the controls.



SETTING PUSH BUTTONS — Each of the push buttons can be set for one AM station and one FM station, for a total of 10 push-button radio selections.

To set the buttons for FM:

1. Extend the antenna fully.
2. Move the slide bar to the right to play FM.
3. Pull the push button out until it stops.
4. Tune in the station you want on scale 88 to 108 with the tuning knob at the right of the radio dial.
5. Push the button straight in until it stops.
6. Repeat for the remaining buttons.

Operating Your Car

Use the same procedure for AM buttons with the slide bar moved to the left in Step 2.

CAUTION — Never move the slide bar when one of the push buttons is pulled out.

NOTES ON FM RECEPTION — FM tuning is more critical than AM tuning. When the desired station is tuned in, adjust the dial pointer to the center of the area over which the station can be heard. If the FM station is weak, carefully adjust the manual tuning knob for minimum noise. For best FM reception, always extend the antenna to its maximum height.

Although FM broadcasting has the advantage of relative freedom from static and a greater fidelity of tone, there are reception limitations that should be recognized. Reception is normally limited to 20 miles from the stations. Large objects, such as hills or buildings, can reflect or cancel stations. In fringe areas where FM reception is weak, the station sound may flutter or vary up and down. Static from passing cars may be picked up by your FM radio. When this situation is encountered, it is suggested that you retune your radio to a stronger station.

AM/FM Stereo Tape Radio (Optional)

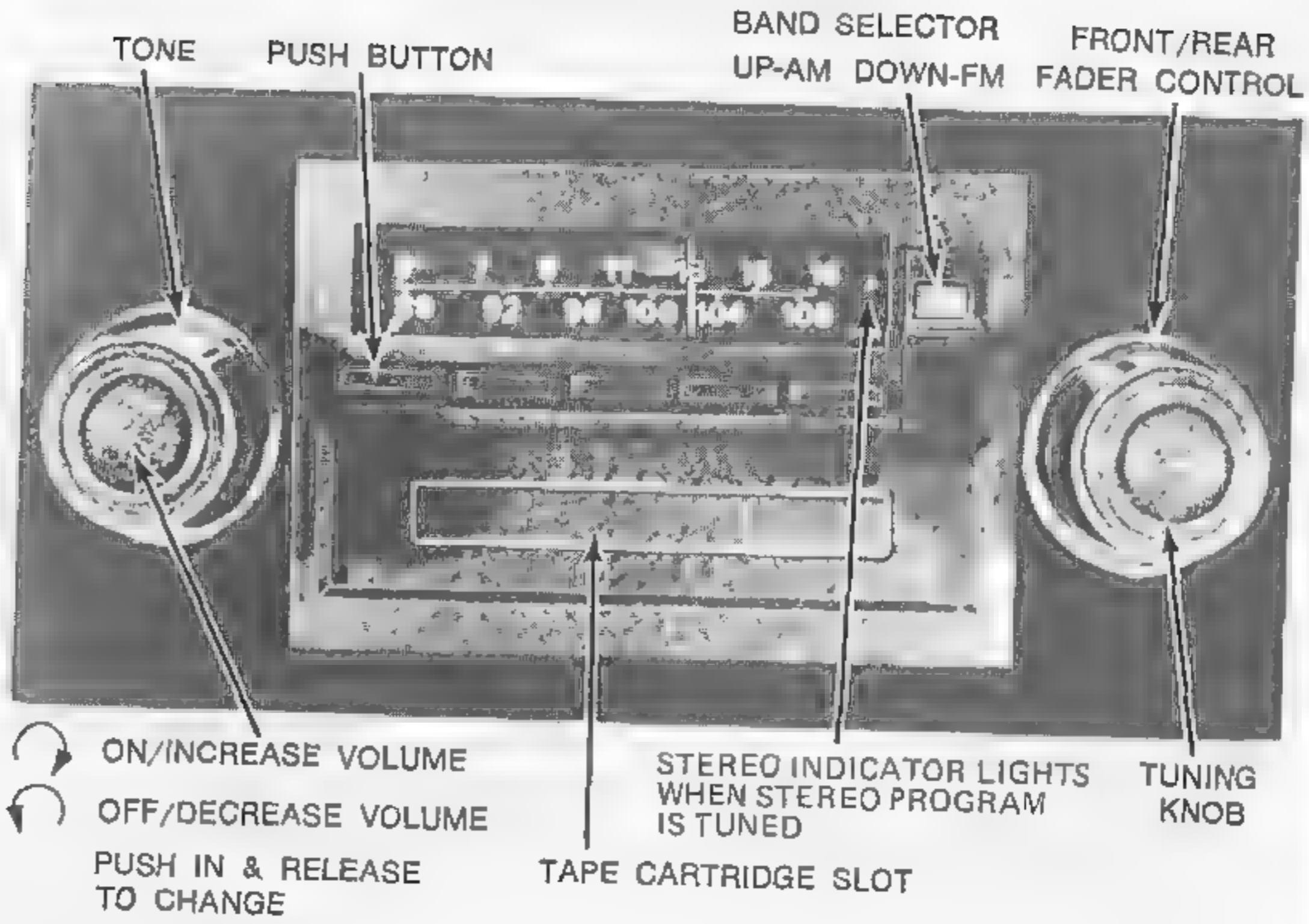
The AM/FM stereo tape radio can be played with the ignition switch in the ACCESSORY or ON position. See the illustration for operation of the controls.

The tape cartridge must be pulled out at least one inch or removed entirely to play the radio. This automatically switches the unit from tape to radio.

PUSH BUTTONS — There are five push buttons, and each can be set to either one AM or one FM station, for a total of 5 stations. To set the buttons:

1. Extend the antenna fully.
2. Select the AM or FM band.
3. Pull the button out until it stops.
4. Tune in the station on AM scale 5.4 to 16 or on FM scale 88 to 108 with the tuning knob at the right.
5. Push the button straight in until it stops.

Operating Your Car



TAPE OPERATION — Turn the unit on with the volume control knob. Insert the open end of the cartridge, label side up, into the slot. Be sure it is firmly seated. Adjust the volume, tone and speakers with the radio controls.

NOTE — During extremely cold weather, the unit may take a few minutes to warm up.

CAUTION — Protect the open end of the cartridge from damage and dirt when not in use. Never leave cartridge exposed to direct sunlight.

TAPE CHANNEL SELECTION — The unit will play all four programs automatically and in order. However, you may change the programs manually to the next channel by pushing the volume knob in and releasing it.

Ashtrays and Lighters

Your Lincoln Continental is equipped with an ashtray on the instrument panel and in all the outboard armrests except the driver's. Each ashtray also has a cigar lighter that is exposed when the ashtray is opened, except the right front when the car is equipped with an optional split bench seat. To operate the lighter, push it in all the way and release it. When it is ready for use, it will spring back to the normal position.

To remove an ashtray for emptying, pull up on the snuffer.



Operating Your Car

Sunroof (Optional)

Operating Instructions

The Sunroof panel is electric motor driven with a two-way control switch located above the windshield between the sun visors. The ignition switch must be in the ON or ACC position to operate the Sunroof.

TO OPEN –

Move the switch rearward.

TO CLOSE –

Move the switch forward.

MAINTENANCE

1. Periodically wipe the guide rail covers with a clean cloth.
2. The Sunroof moving parts were lubricated during installation and require no further lubrication.

MANUAL OPERATION

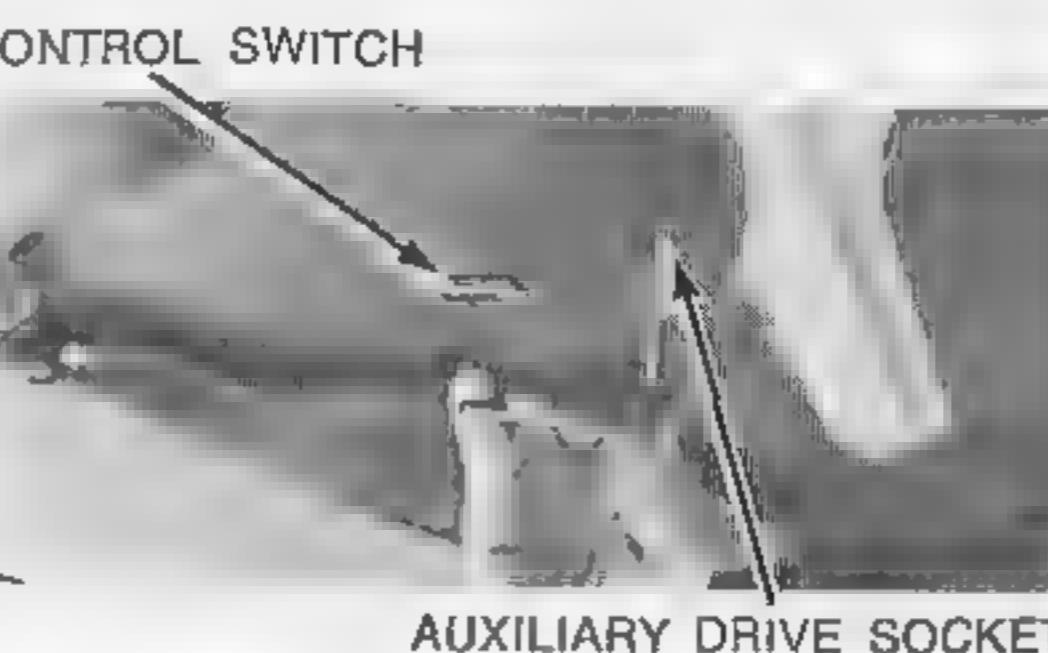
The Sunroof panel may be closed manually in case of electrical power failure, as follows:

1. Open glove box and get the hand crank tool from the manila envelope.
2. Remove the auxiliary drive cover by grasping it with your fingers and pulling.
3. Insert the hand crank up into the auxiliary drive socket and remove it by turning counterclockwise. Remove the drive socket and washers from the hand crank and stow them in the manila envelope.
4. Insert the threaded end of the hand crank into the drive gear (in the hole left by removing the drive socket) and turn clockwise until Sunroof panel is fully closed.
5. After performing these operations, remove hand crank and stow in glove box. Replace auxiliary drive plug, and take your vehicle to your dealer for diagnosis and repair.

Reclining Seatback

Lift upward on the lever located on the seat side shield and lean against seatback to tilt it. Release the lever to lock the seatback in position.

To return the seatback to the upright position, lean forward while lifting the lever.



Operating Your Car

ROUTINE SERVICE

Fuel (Gasoline) Tank

The fuel tank filler is located under a door in the left rear quarter panel. It uses a special pressure-vacuum cap on the filler neck. If this cap is lost or damaged, use only an approved replacement part.

Fuel Capacity

The capacity of the tank is 22 U.S. gallons or 18.3 Imperial gallons. Ordinarily, you can use regular fuel (See Gasoline Octane on Page 54).

To Open Hood

For access to the engine compartment, first pull the HOOD handle at the driver's floor side panel. This will release the hood to the safety catch.

Press down slightly on the front of the hood and push the safety catch as shown in the illustration to open the hood fully.

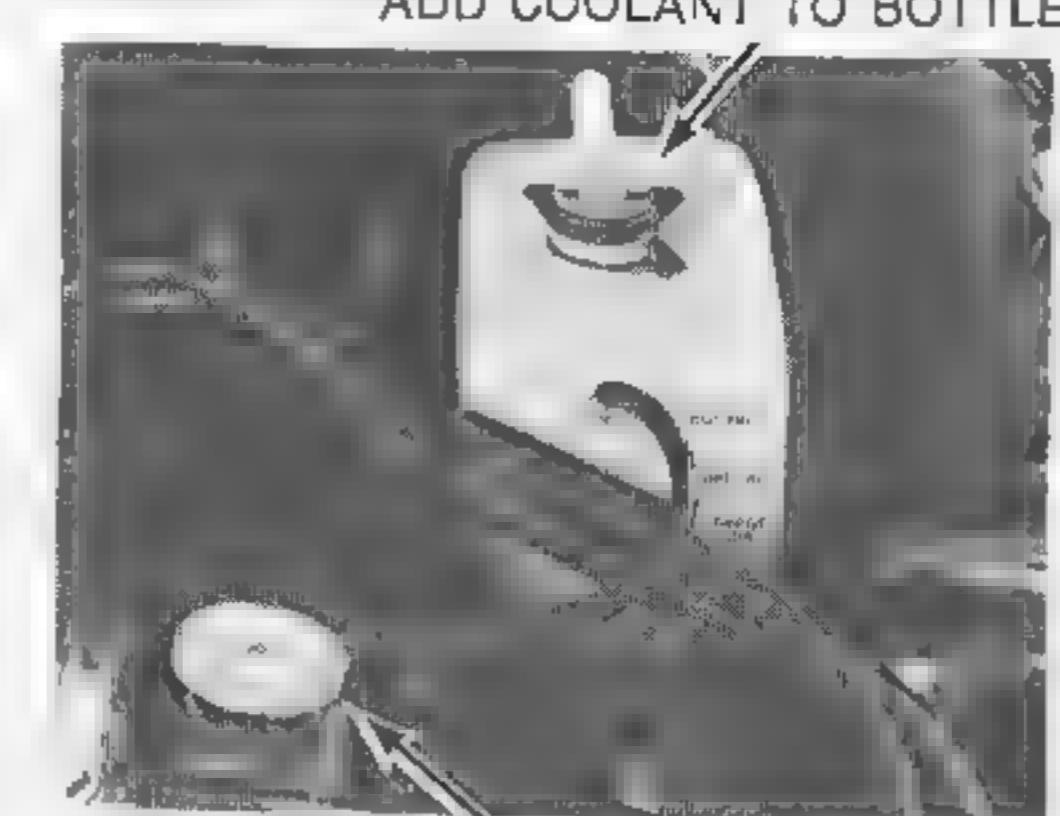
The Anti-Theft Alarm System (optional) has a lockable hood release handle which is locked and unlocked with the deck lid key. When the handle is unlocked the hood is released by pulling on the handle. The key cannot be removed from the lock unless the key is returned to the lock position.

NOTE: DO NOT turn the key to the lock position when the handle is pulled out.



CHECKING COOLANT LEVEL –

WARNING – Use extreme care when removing the radiator cap if the coolant is overheated. Always turn the cap slowly to the partially open stop to relieve internal pressure before removing the cap. It is advisable to cover the cap with a cloth before turning it. If possible, avoid removing the radiator cap until the engine has cooled sufficiently to relieve the pressure. Then press downward on the cap and rotate until it is fully disengaged. If you have to add coolant more than once a month or if you have to add more than one quart at a time, have your dealer check the cooling system for leaks.



DO NOT REMOVE RADIATOR CAP

Operating Your Car

You should check the level of coolant at least once a month, preferably when the engine is cool. Do not remove the radiator cap – add coolant to the plastic bottle only. The level should be to the cold fill line on the plastic bottle next to the radiator. For a complete refill of the cooling system, fill the radiator and the plastic bottle. Operate the engine, then recheck and add to the coolant level at plastic bottle only.

When it is necessary to add coolant for any reason, equal parts of a high quality inhibited all-season coolant meeting Ford Specification ESE-M97B18-C and water should be used.

CAUTION – Do not remove the radiator cap; especially when the engine is hot. Add coolant to the plastic bottle only.

See Page 55 for information on cooling system maintenance.

ENGINE OIL – The oil level is measured by a dipstick at the front of the engine. Wipe the stick clean; insert it in the tube and press it down firmly; then pull it out and read the oil level.

Since it is normal to add some oil between oil changes, depending on the severity of operating conditions, be sure to have the engine oil level checked at each fuel stop. Keep the oil level within the Safe range or above the Add mark on the dipstick by adding oil as required.

When adding oil, insist on a quality oil that meets Ford Specification ESE-M2C101-C or S.A.E. classification SE. See Page 52 for more information.

BATTERY – The battery is at the right corner of the engine compartment. It should be checked at least every three months in moderate weather; more often when it's hot. The water level in each cell should be kept at the FILL TO RING mark to extend the life of the battery.

When the level is low, you can use plain tap water to fill it; provided the water isn't hard or high in mineral or alkali content. In that case, distilled water should be used.

Should the battery require very frequent filling, it may indicate a problem in the charging system. The cause should be investigated by a competent technician.

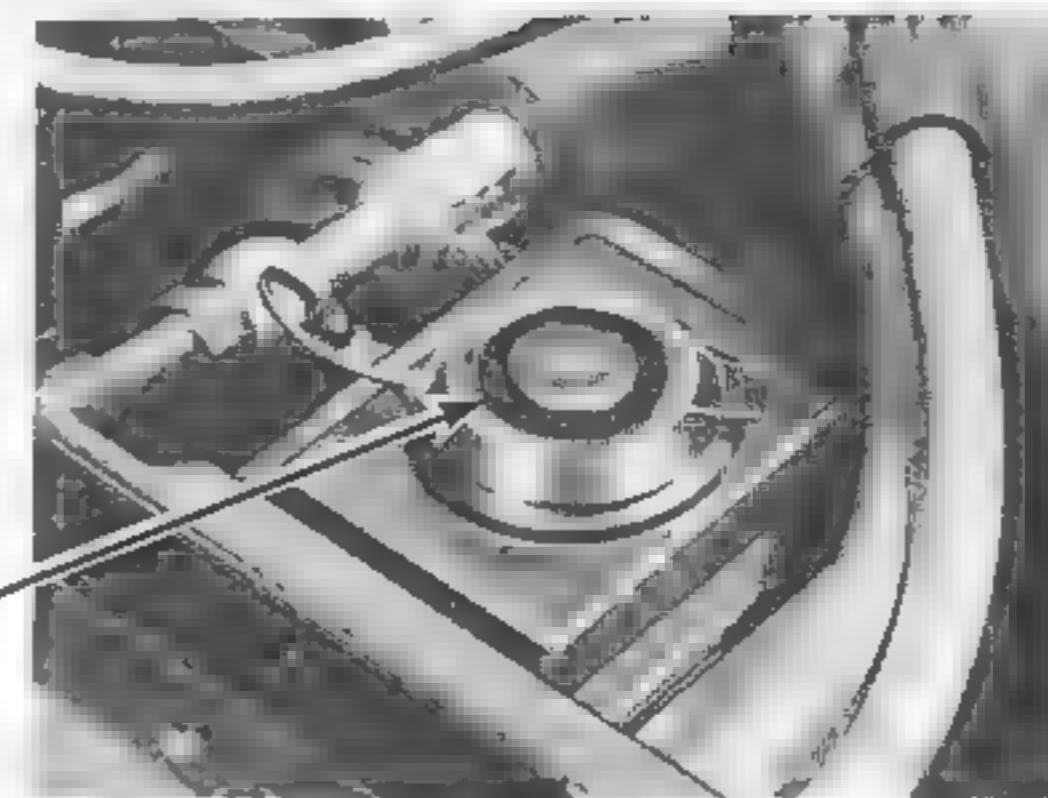
WARNING – Keep lighted cigarettes, flames and sparks away from the top of open battery cells. Hydrogen, a highly combustible gas, is always present in the cells.

WINDSHIELD WASHER RESERVOIR – The windshield washer reservoir is at the left front corner of the engine compartment. It should be kept full always for your convenience in maintaining good visibility. You may use ordinary water. However, special solutions are recommended because they contain additives that dissolve grime on the windshield. They also contain antifreeze to reduce the freezing point of the solution so the washers can be used in cold weather.

Operating Your Car

Ford Ultra-Clear Windshield Washer Solution is recommended for year-around use.

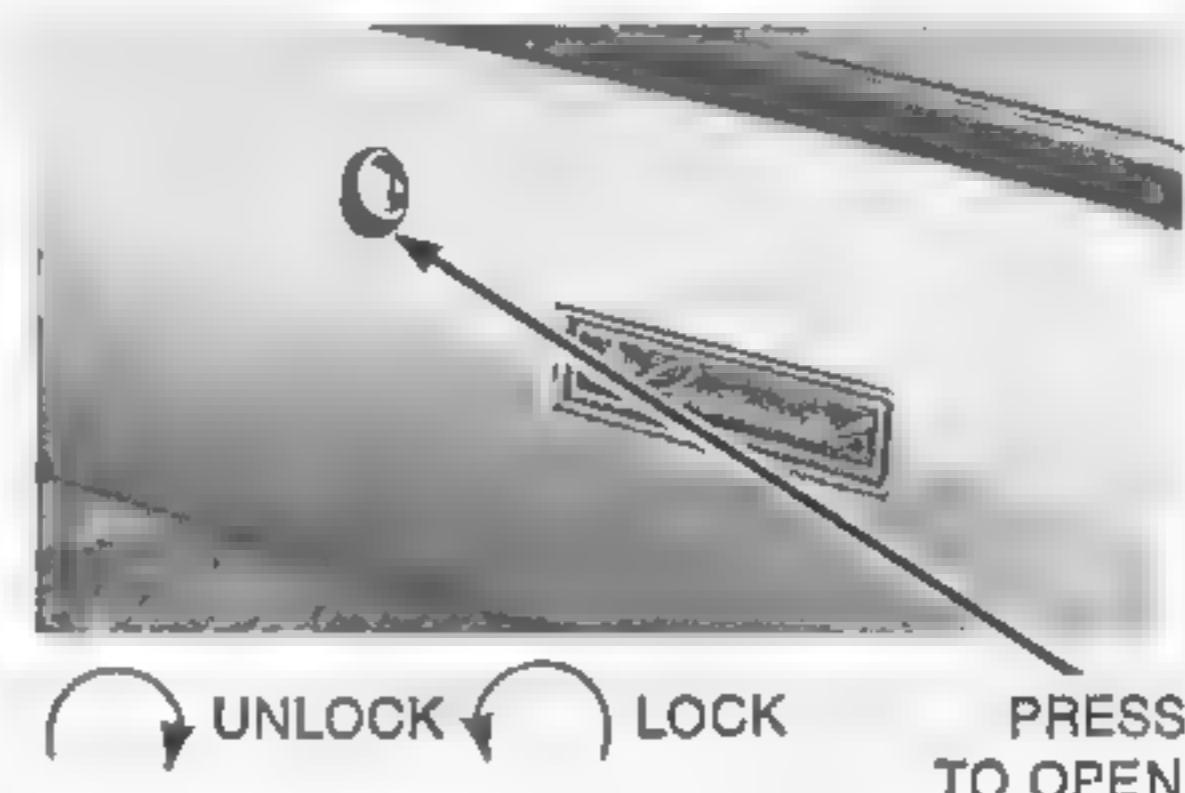
LIFT COVER
TO FILL
RESERVOIR



CAUTION – Do not spray a freezing-cold windshield with any solution. Even with inhibitors, it may freeze and block your vision. Warm the windshield first with the defrosters.

To Open Glove Box

Press the button and lower the door to open the glove box. If you wish to keep the glove box locked, insert the round key in the slot and turn it counterclockwise. To unlock, turn the key clockwise.

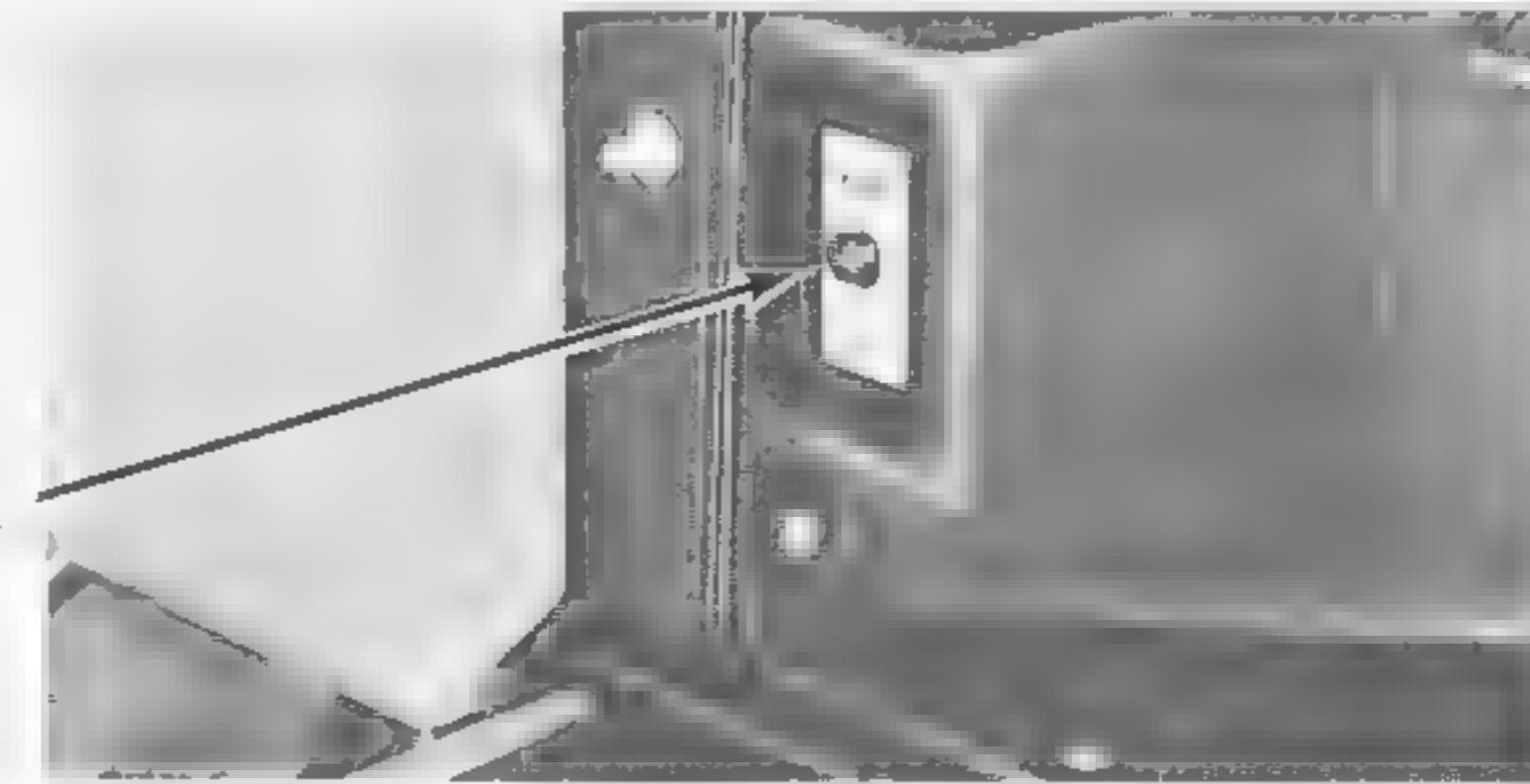


To Open Trunk

MANUAL LOCK – To open the trunk manually, insert the roundheaded key in the lock in the trunk lid and turn it to the right. Remove the key and close the lid securely to lock it.

REMOTE-CONTROL TRUNK RELEASE – If you have a remote-control trunk release, the switch is inside the glove box. Open the glove box and press the button labeled TRUNK to open the trunk lid. (The ignition switch must be in the ON or ACCESSORY position.) The trunk also can be opened manually with the round key.

PRESS TO
OPEN TRUNK



Operating Your Car

SPECIAL SITUATIONS (TROUBLE DIAGNOSIS)

Most operating troubles that might be encountered in a new or well-maintained car are minor. For instance:

- Loose battery connections are more likely than battery failure.
- A loose ignition wire is more likely than distributor coil or ignition system failure.
- In many cases, car operating troubles are coupled with other factors, such as climatic conditions, road conditions, change of fueling source, or change of drivers.
- Car troubles that occur as a result of normal use and wear usually give plenty of advance warning. The required maintenance services will help prevent these troubles.

Following are some typical troubles encountered by motorists and checks for their likeliest causes.

If the Engine Won't Crank

1. Check the automatic transmission lever position. The starter will operate only when the lever is at N or P.
2. Switch on the headlights. If the lights go out when the key is turned to START, the battery connections may be loose or the battery discharged.
3. Another indication of loose battery connections or low battery condition is a stuttering noise from the engine compartment when the ignition switch is turned to start. Check the cable connections to the starter motor, solenoid, and battery.
4. Try operating the starter switch several times. Should the switch be corroded, this operation may clean the contacts or make the switch temporarily operable until you can reach your authorized dealer.
5. If all the electrical connections are tight and you need assistance to start, read the instructions on Pages 44 and 45 for towing, pushing and emergency starting with the battery dead.

If the Engine Cranks But Won't Start, Check:

1. Fuel gauge. You may be out of gas. If the gauge shows fuel in the tank, the trouble may be in the ignition system or the fuel system.

Operating Your Car

2. Choke. The choke linkage may be binding so that the choke plate is not opening and closing properly. With the engine stopped, remove the carburetor air cleaner and check the choke plate. If the choke plate is closed, hold the accelerator linkage to open the throttle plates part way, and actuate the choke linkage to locate the binding condition.
3. If you continue to experience difficulty in starting, have the ignition system checked.

If the Engine Runs Hot

The following items could cause an engine to overheat:

- Lack of coolant.
- Late ignition timing.
- Loose fan belt.
- Dirty cooling system.
- Prolonged idling, or automatic transmission in DRIVE, while stopped with engine and air conditioning operating.
- Driving with frozen coolant.
- Sticking thermostat.
- Overloading the car or pulling heavy trailers during hot weather.

Engine Noise

It is normal for the oil to leak down from some of the hydraulic tappets in your engine during extended shut-down periods (overnight). As a result, these tappets may be noisy for a few seconds after the engine starts until oil pressure builds up. This momentary start-up noise is normal and won't hurt the engine.

If the Brakes Do Not Function Properly

1. If you have been driving through deep water, gently apply the brakes several times as the car is moving slowly.
2. Let the brakes cool, if you have been using them abnormally, as in mountain driving or after several fast, high-speed stops.
3. Check the Brake System Warning Light for indication of hydraulic system leak.

CAUTION — In the event the word BRAKES lights up, if in your own judgment, you can safely operate your car, proceed at a reduced speed to the nearest service facility for immediate repairs.

If the Car Steers Hard

Hard steering can be caused by low air pressure in the tires or by low fluid level in the power steering system.

Operating Your Car

If the Steering Wanders or Pulls

Steering wander or pull can be caused by:

- Soft tire(s) on any wheel(s).
- High crown in center of road.
- High cross-winds.
- Front suspension out of alignment.
- Steering gear preload needs adjusting.
- Car overloaded or unevenly loaded.

If Fuses Burn Out

Burned-out fuses usually indicate an electrical short-circuit. Insert a second fuse. If this fuse immediately burns out, and you cannot locate the cause, return your car to your authorized dealer for a circuit check. Fuse locations and sizes are shown on Pages 61 and 62.

If Light Bulbs Burn Out

Repeated light burnout usually indicates a loose connection, either at the light socket or the system ground. Return your car to your authorized dealer for inspection.

If Headlamps Flash Off and On

If the lamps begin to flash off and on at regular intervals, the system circuit breaker is operating, indicating a short-circuit or overload. Have the electrical system checked and repaired as soon as possible.

Operating Your Car

TRAILER TOWING AND LOADING

To pull a trailer it is important to have the proper equipment and to follow vehicle and trailer loading recommendations.

Use a good non-equalizing hitch for trailers under 2000 lbs. gross loaded weight. Equip your vehicle and trailer with lights conforming to Federal and local regulations.

The trailer load should be distributed so the tongue load weight is approximately 10 percent of the total loaded trailer weight. For tires listed on the tire chart, trailer tongue loads up to 200 lbs. are permissible* with a non-equalizing hitch, and tongue loads up to 700 lbs. are permissible* with a load-equalizing hitch, provided the front and rear tire pressure is increased by 4 psi over that shown on the tire chart. Do not exceed the maximum inflation pressure shown on the tires.

Do not guess at trailer weights. Weigh the loaded trailer on a scale to obtain total weight and tongue load weight.

CAUTION — Bumper hitches are not recommended. However, multi-clamp rental installations may be made if in accordance with proper installation, usage and towing instructions of a reputable trailer agency. Single clamp hitches are not acceptable. See your Authorized Dealer for a trailer towing package designed for your car.

*Vehicle speed must not exceed local regulations or 75 mph.

Trailer Brakes

Separate trailer brakes are required on most trailers weighing over 2000 lb. — check your state or provincial requirements. Electric brakes, either controlled manually or automatically, or surge-type hydraulic trailer brakes are considered acceptable systems if properly installed and adjusted as recommended by their manufacturer.

CAUTION — Do not couple a trailer hydraulic brake system directly to the car brake system.

Safety Chains

Failure of the connection between the towing vehicle and the trailer would free the trailer to wander dangerously across other lanes of traffic. To prevent this, safety chains connecting vehicle and trailer are required in most areas.

Chains should be crossed under the tongue of the trailer to prevent the tongue from dropping to the ground in case of failure, but should be loose enough to allow turns.

Operating Your Car

Take Time to Practice

To gain the feel of your new vehicle and trailer combination, take time to practice in a lightly traveled area. Here are a few simple tips to start you on your way.

- **STARTING** — Check out mirrors, lights and brakes.
- **TURNING** — Because trailer wheels will be closer than the car wheels to the inside of the turn, drive slightly beyond the normal turning point.
- **PASSING** — Allow extra distance for passing other vehicles. If speed is low, shift to second gear for better acceleration.
- **FOLLOWING** — Allow at least the equivalent of one car and trailer length combined for each ten mph of speed.
- **STOPPING** — Allow more time and distance with your trailer than you would ordinarily with your car alone.
- **PARKING** — Keep your hand at the bottom of the steering wheel. To back left, move your hand to the left. To back right, move your hand to the right. Don't turn the wheel too much or hold it too long. Make corrections as you need them.
- **HILL CLIMBING** — If your car begins to lose speed as you climb a hill with the transmission in drive, downshift to 2nd or 1st for more power at the rear wheels.
- **DOWNGRADES** — To descend a steep grade, slow to 20 mph and shift to 1st at the top of the hill, before starting down. The trailer adds weight to the downhill inertia and the engine, with transmission in low gear, will assist in reducing vehicle downhill speed.

EMERGENCY PROCEDURES

In case of a breakdown that prevents driving the car, try to get it off the road or out of the main stream of traffic. Open the hood or trunk door as a signal to other drivers that the car is disabled. Also turn on the hazard warning switch (see Page 25) to flash the front and rear hazard lights.

Engine Flooded

You can usually tell if the engine is flooded by the strong smell of gasoline. Let the engine stand a few minutes before trying to start it. Then:

1. Push accelerator fully to floor and hold it there. Do not pump it.
2. Turn the ignition key to START until the engine fires.
3. Release the key but hold the accelerator an instant longer to clear the carburetor of excess fuel.
4. As the engine speed starts to increase, release the accelerator pedal gradually. Don't let the engine race, however.

Emergency Starting With Battery Dead

Do not try to push-start your car if the battery is dead. It cannot be started this way and the transmission may be damaged. Instead, use battery jumper cables and follow these instructions:

Operating Your Car

CAUTION — 24 VOLT "JUMPER" SYSTEM — Twelve volt starting motors may be damaged beyond repair if connected to a 24-volt power supply (two 12-volt batteries in series, or a 24-volt motor generator set) even when the cranking loads are relatively light; however, the likelihood of extensive damage is greatly increased if the starter is connected to a 24-volt supply while being subjected to prolonged heavy cranking loads such as are experienced while attempting to start an engine under sub-zero temperature conditions.

WARNING — Batteries contain sulfuric acid. In case of acid contact with skin, eyes, or clothing, flush immediately with water for a minimum of five minutes. Get "on-the-spot" medical attention immediately.

Hydrogen and oxygen gases are produced during normal battery operation. This gas mixture can explode if flames or sparks are brought near the battery. When charging or using battery in an enclosed space always provide ventilation.

Particular care should be used when connecting a booster battery in order to prevent sparks. To jump start (negative grounded battery): (1) Remove vent caps, (2) shield eyes, (3) connect ends of one cable to positive (+) terminals of each battery, (4) connect one of other cable to negative (-) terminal of "good" battery, (5) connect other end of cable to engine block on vehicle being started (NOT TO NEGATIVE (-) TERMINAL OF BATTERY). To prevent damage to other electrical components on vehicle being started, make certain that engine is at idle speed before disconnecting jumper cables.

REMOVE CELL CAPS WHEN CHARGING OR USING JUMPER CABLES.

Brakes Warning Light

If the red BRAKES light goes on when the brakes are applied it indicates a failure of one of the hydraulic brake systems. If this occurs and in your judgment you can safely operate with two-wheel brakes, proceed at reduced speed to the nearest service facility for repairs.

Towing

If the car must be towed, be sure the parking brake is released and transmission is in neutral. See Page 20 for manual parking brake release.

Towing with the rear wheels on the ground is permissible up to 15 miles. The speed should be limited to 30 mph. Also, you should be certain the transmission and rear axle are in good operating condition. Otherwise, the rear end must be raised.

If the ignition key is not available and the car is in Park, the rear wheels will be locked. It will be necessary to put a dolly under the rear wheels and to tow the car with the front end raised.

Rocking the Car

If you become stuck in loose sand or deep snow, shift back and forth between R and 1 to rock the car. Avoid racing the engine. If the car is still stuck after a minute or two of rocking, have the car towed out. Further rocking may result in transmission failure and costly repairs.

Going to a Dealer for Service

When your car requires service attention, it is recommended that you take it to your Lincoln-Mercury dealer. If you are away from home, you can go to any authorized Lincoln-Mercury or Ford dealer. Any car dealer that displays the Ford oval is qualified to give you quality service.

Try to be prepared to describe any trouble symptoms to the service advisor in detail. Make notes about whether the trouble is constant or occasional and the exact conditions that bring it on.

OWNERCARD — Carry your ownercard with you at all times or keep it in the glove box. Present it to the service advisor when he writes your order. This will help speed up service for you and provide information that is necessary for a claim if the repair is covered by warranty.

CHANGING A TIRE

Your spare tire and jack are stowed in the trunk compartment. Refer to the illustrated instruction sheet attached to the inside of the trunk lid for directions for stowing the jack and tire.

If a tire begins to lose pressure rapidly, stop as quickly as you can safely. Park the car on a level spot; put the selector lever in P (PARK) position; and set the parking brake. Turn on your hazard flasher lights. As an extra precaution, block the wheel that is diagonally opposite the wheel being changed.

CAUTION — Never attempt repairs on heavily traveled roads or highways. Always get completely off the road before trying to change a tire. If you cannot find a firm, level place off the road, call for a service truck.

Follow this procedure to change the wheel:

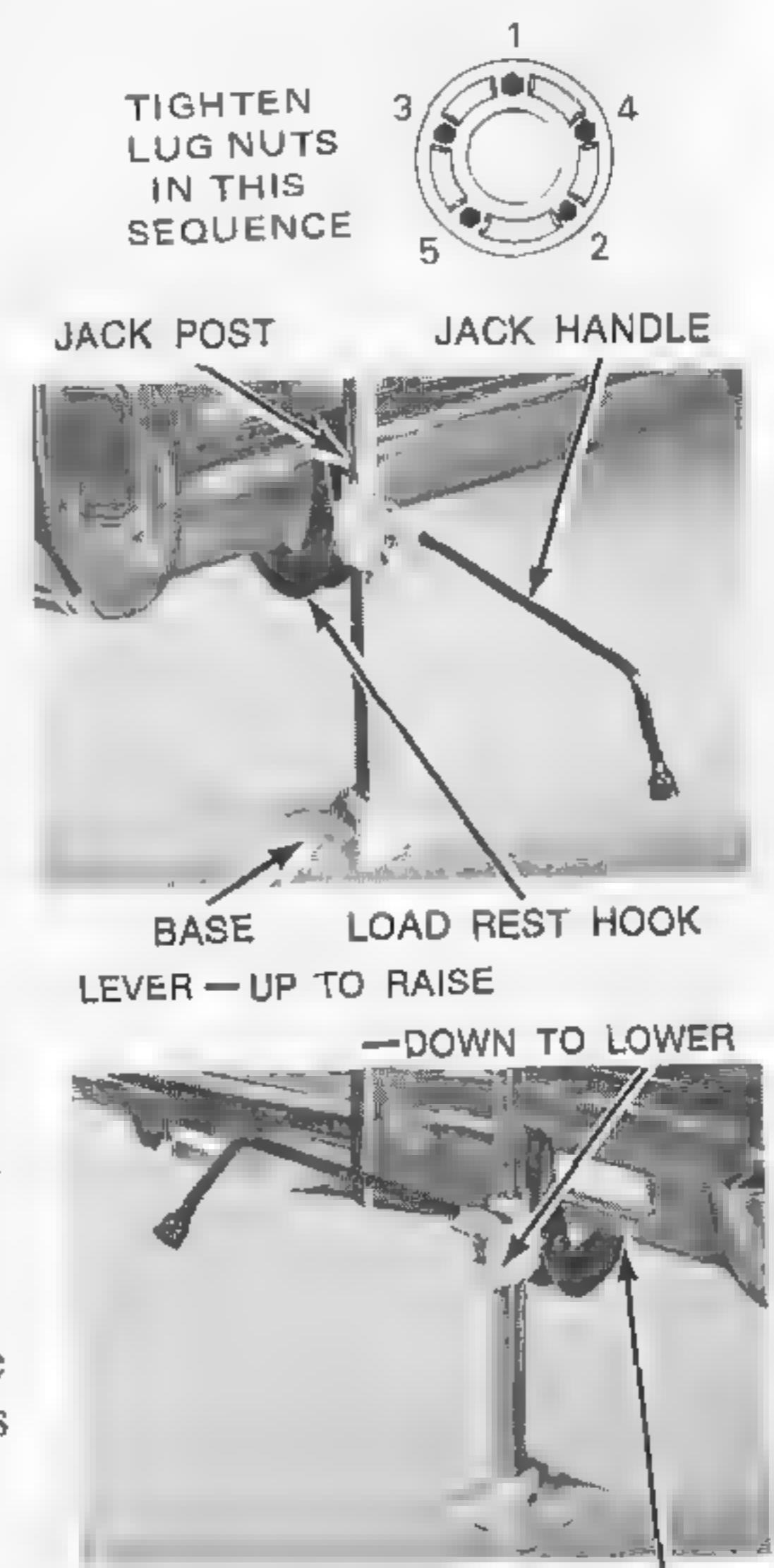
1. On rear wheels remove fender skirt by lifting upward, and then pulling straight down on the release handle located on the underside of the skirt.
2. Unlock spare tire with the round key. Remove spare from stowage.
3. Lean the wheel against the car near the wheel to be changed.
4. Pry the wheel cover off with the tapered end of the jack handle.
5. Loosen the wheel nuts one-half turn each, but do not remove them until the wheel is raised off the ground.
6. Assemble the jack by inserting the bottom of the jack post into the base. The bottom of the post is smooth and will enter far enough to rest against the bottom of the base.
7. Insert small round shaft of load rest hook into cutout of jack mechanism. A coil spring will prevent dislodging of load hook.
8. Pull upward on the small lever near the jack handle socket. Slide the movable portion of the jack assembly up to meet the bumper.
9. Align the load-rest hook with the right or left notch on the bottom edge of the bumper and check for a snug fit.

NOTE — The notch is not visible with the car on the ground, so you'll have to do this by feel.

10. Adjust the jack position so that the bottom of the column is slightly angled in toward the car.
11. Insert the handle in the jack as shown. Alternately raise the handle up and down until the wheel is off the ground. Be very careful that the jack cannot slip.
12. Remove the wheel nuts. Pull the wheel off and immediately replace it with the spare. Install the valve extension from the replaced wheel on the spare.
13. Replace the wheel nuts with the beveled edges facing in. Tighten them only snugly and carefully. Don't attempt to tighten them fully until you lower the car, since the car could be forced off the jack.
14. Move the jack lever down and actuate the handle to lower the car. Hold the handle firmly as you do this.
15. Tighten each nut fully.
16. Transfer the valve stem extension from the wheel that was removed to the spare.
17. Align the wheel cover with the valve stem extension matching the hole in the cover. Install the cover and be sure it is snapped in place all the way around.
18. Install the fender skirt. Pull the release handle up and over its hook to hold it in place.
19. Stow the tire and jack.

Spare Tire Lock (Optional)

Your trunk key locks and unlocks the spare tire lock. When in the locked position, the assembly will spin freely around the retaining bolt. When unlocked, the assembly can be removed or installed in the same manner as a conventional retaining wing nut.



Maintenance

GENERAL

Your Lincoln Continental is designed and built to give you long and reliable service with the simplest maintenance requirements possible. Many minor service requirements have been eliminated, and routine service intervals have been greatly extended. It is essential, however, that these services are performed to realize long life of the car and minimum troubles.

LUBRICANTS CAN BE CRITICAL

Reliable operation of your car depends to a great extent on the use of lubricants and service components which meet Ford specifications. It is possible that the use of lubricants or service products which do not meet these specifications may cause damage to important operating mechanisms of the car.

The use of a lubricant or service product which does not meet these specifications does not, in itself, affect the warranty. If, however, the use of such lubricants or products contributes to the failure of some component of the vehicle, the cost of repairing this and related components is not covered by your new vehicle warranties.

AUTHORIZED DEALER SERVICE

To get the best available maintenance service, it is recommended that you return to your selling dealer. Your dealer specializes in servicing the car you drive, and has available all the necessary lubricants and original-equipment-quality spare parts.

Dealer service technicians are trained by factory experts to service your car, and have access to the manufacturer for any necessary service information. Every Registered Technician personally receives product service bulletins related to your car.

The dealer's shop equipment is modern and is best suited to servicing your car. He has many special tools that are essential to doing the job to the exacting quality standards established for your car. Thus, the authorized dealer is your best assurance of getting your car serviced quickly and fixed properly the first time.

EMISSION SYSTEMS

Other important features include emission control systems which are integral parts of all vehicles and which are designed to combat air pollution. In addition to the crankcase and exhaust controls installed on all passenger cars, 1973 models include evaporative emission controls. Consult the Emissions Systems Warranty and Maintenance

Maintenance

Schedules Booklet for details of required maintenance of emission control systems. These maintenance procedures are critical to insure the proper functioning of these systems and to keep the emissions warranty in effect.

In Canada any modification of the emission control systems is subject to applicable penalties prescribed by Federal or Provincial laws.

Important Notice

Any modification of the emission control systems is subject to the penalties of Federal law (U.S.A.) if made prior to sale and delivery to the ultimate purchaser, and is subject to penalties under the laws of some states, if made thereafter. Further, Federal law prohibits vehicle manufacturers or dealers from knowingly removing or rendering an emission control system inoperative after sale and delivery to an ultimate purchaser.

Maintenance

SCHEDULED VEHICLE MAINTENANCE SERVICES

These scheduled maintenance services should be performed as indicated to keep your car in good operating condition. In addition to the maintenance services below, maintenance services required for reliable performance of the Emission Systems are listed in the "Emission Systems Warranty and Maintenance Schedules" booklet. It is important that you read this booklet and have the services performed as recommended.

YOU WILL BE CHARGED FOR THESE MAINTENANCE SERVICES.

Each 4,000 Miles or 4 Months (Whichever Comes First)

- Check power steering fluid level. (1)

First 4,000 Miles or 4 Months (Whichever Comes First) and Every 8,000 Miles or 8 Months Thereafter (Whichever Comes First)

- Check rear axle fluid level. (1)
- Check automatic transmission fluid level. (1)
- Check brake master cylinder fluid level. (1)
- Lubricate all lock cylinders.
- Lubricate hood hinges and hood latch.

Each 12,000 Miles or 12 Months (Whichever Comes First)

- Adjust automatic transmission bands — normal service (at first 12,000 miles or 12 months only). Severe service every 12,000 miles.
- Check accessory drive belts, and replace if necessary.
- Check steering linkage for abnormal looseness or damaged seals.
- Lubricate steering arm stops.

Each 24,000 Miles or 24 Months (Whichever Comes First)

- Clean and repack front wheel bearings.
- Inspect brake lining and lines.

Each 36,000 Miles or 36 Months (Whichever Comes First)

- Lubricate front suspension, ball joints and steering linkage.

(1) Add fluid if required (additional cost).

Maintenance

NON-SCHEDULED MAINTENANCE

The following maintenance operations are not required at definite mileage or time intervals, but should be performed as required. Have your authorized dealer check these items when your car's performance indicates the necessity.

YOU WILL BE CHARGED FOR THESE MAINTENANCE SERVICES.

MAINTENANCE OPERATIONS	WHEN PERFORMED
Replace windshield wiper blade elements.	Blades do not properly clean windshield after wiper blades and glass have been properly cleaned.
Inspect and rotate wheels and tires.	Tires show uneven wear pattern.
Check air conditioning system.	Beginning of warm weather season.
Check front wheel alignment and steering linkage.	Abnormal tire wear.
Check parking brake cable adjustment and adjust, if required.	Excessive lever travel required to hold. Will not hold car.
Check headlamp alignment.	Light beams appear too high or too low.
Clean body drain holes.	Improper body water drainage is suspected.
Lubricate door hinges and checks.	High effort required to swing doors, or audible squeaks.
Inspect and lubricate transmission linkage.	When moving parts and connections are void of lube or sluggish in action.
Check engine coolant level and add as required.	When engine overheats, or once a month.
Check engine oil level and add as required.	When stopped for fuel.
Check battery water and add as required.	Every three months; more often in hot weather.
Replace light bulbs.	When light is out or malfunctioning.
Rubber lubricant on door weatherstrips.	Squeaking or noisy.
Clean Automatic Headlamp dimmer sensor lens and check alignment.	Improper operation suspected.

Maintenance

OIL AND FILTER CHANGES

For most drivers, the engine oil must be changed each 4,000 miles or four months; whichever comes first. The engine oil filter must be changed at the first 4,000 miles or four months, whichever comes first; and thereafter at each 8,000 miles or eight months, whichever comes first. Under normal driving conditions, you do not need to change more often if you use oil and filters of the recommended quality.

Oil and filter should be changed more often if your car operation includes: extended periods of idling or low-speed operation, towing trailers, or operating in cold temperatures, or driving short distances.

NOTE — Refer to the Emission Systems Warranty and Maintenance Schedules for recommended intervals.

Checking Oil Level

Since it is normal to add some oil between oil changes, depending on the severity of operating conditions, have the engine oil level checked at each fuel stop, after engine has been shut off a short while to allow oil drain-down. Keep the oil level within the "Safe" range or above the "Add" mark on the dipstick by adding oil as required.

OIL QUALITY

Your Lincoln Continental requires engine oil of the highest quality. It must be compounded to withstand the heavy concentration of gases present in the oil crankcase with modern pollution control systems. Use only oils that meet Ford's specification ESE-M2C101-C, or the S.A.E. qualification SE. If you are adding oil at a gasoline station, insist that the attendant show you one of these designations on the can. Your authorized dealer has a Ford-brand oil that meets this specification.

OIL VISCOSITY

When you change or add oil, you should also select oil with the proper viscosity from the table below. Look for the condition which most closely matches the temperature range you expect to encounter.

MULTI-VISCOSITY OILS		SINGLE VISCOSITY OILS	
When Outside Temperature Is Consistently	Use SAE Viscosity Number	When Outside Temperature Is Consistently	Use SAE Viscosity Number
Below +32°F	5W-30*	-10°F to +32°F	10W
-10°F to +90°F	10W-30	+10°F to +60°F	20W-20
-10°F to +90°F (or above)	10W-40	+32°F to +90°F	30
Above +10°F	20W-40	Above +60°F	40

* When continuous operation is anticipated which will impose maximum loads on the engine, or when driving at sustained high speeds above 60 mph, use the next heavier viscosity oil.

Maintenance

OIL FILTER

Your new car is equipped with a MOTORCRAFT Long-Life Oil Filter. A filter of this quality should be used throughout the life of the car. It is designed to protect your engine by filtering all harmful, abrasive or sludgy particles, without clogging up or blocking the flow of oil to vital engine parts. This filter is especially designed for use in vehicles built by Ford.

At oil change time, always insist on a MOTORCRAFT Long-Life Filter, or one of equal quality, which meets engine oil filter specification number, ES-C8AF-6714-A or ES-C8AF-6714-C.

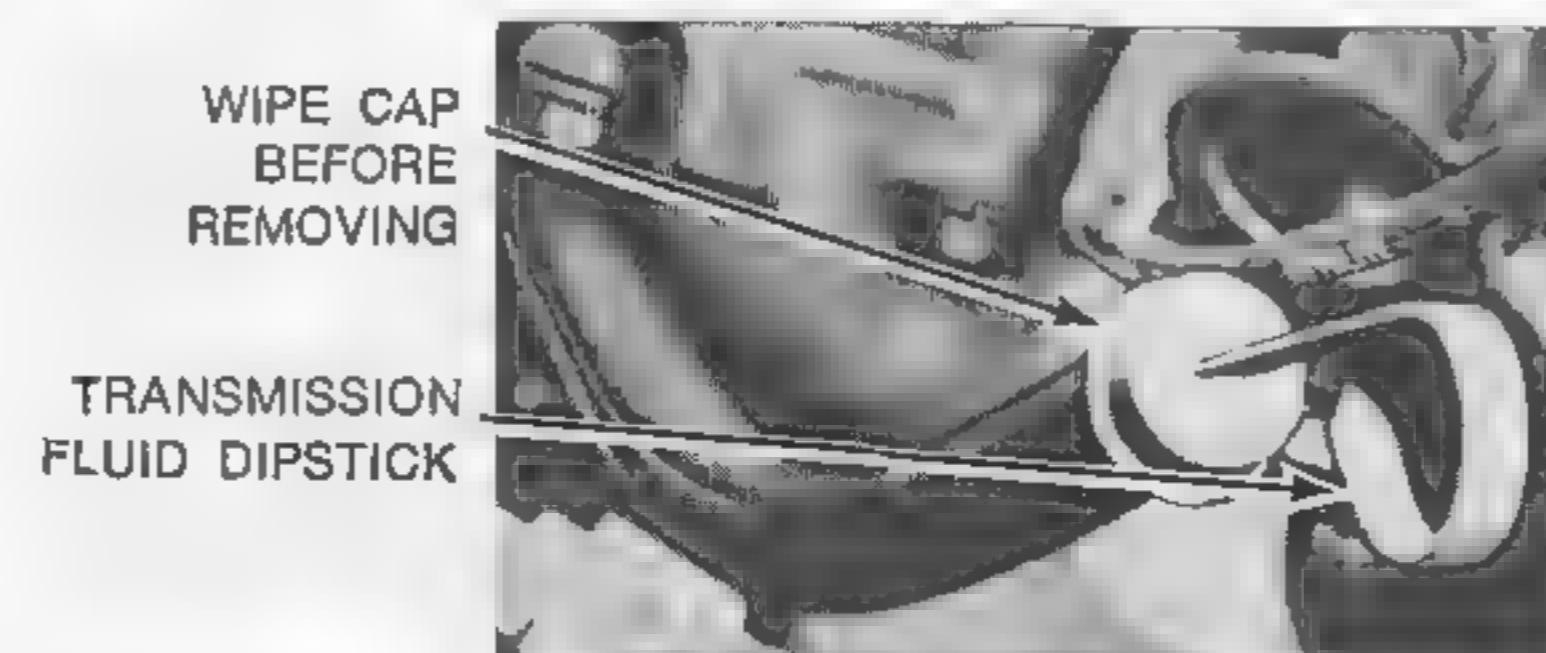
TRANSMISSION FLUID

Checking Fluid Level

The fluid level in the automatic transmission should be checked at the mileage intervals indicated in the Scheduled Maintenance chart. We suggest that you have your dealer make this check, because of the several steps which are involved in obtaining an accurate reading.

If, in an emergency, you are required to check the fluid level yourself, start the engine and run it until normal operating temperatures and engine idling conditions are stabilized. Then, apply the brakes and move the transmission shift lever through all drive positions and place the lever in P (PARK) position. With the engine running and the vehicle on a level surface, wipe off the dipstick cap, located at the extreme right rear of the engine. Pull the dipstick out of the transmission filler tube and wipe the fluid from the end of the dipstick. Re-insert the dipstick all the way into the tube, withdraw it and check the level. It should be at the level specified on the dipstick.

CAUTION — Do not over-fill the transmission.



Fluid Quality

The transmission is filled at the factory with a high-quality, long-lasting fluid that both lubricates and transmits power. When it is necessary to add fluid, use Ford Automatic Transmission Fluid or a fluid that meets Ford Specification ESW-M2C33-F (Type F). To be sure of the quality, look for the specification on the container.

Maintenance

BRAKE FLUID

To check the brake fluid level, wipe off the master cylinder cover and release the retaining clip. Remove the cover and seal, and check whether the fluid level is full (never lower than $\frac{1}{4}$ inch from top).

CAUTION — Do not allow any contamination to fall into the open reservoir.

If the fluid is low, add only heavy-duty fluid meeting Ford specification ESA-M6C25-A. (Use SAE or DOT Equivalent).



GASOLINE OCTANE

All 1973 engines are designed to operate on "regular" gasoline with a research octane rating of at least 91 when the engine is adjusted to factory-recommended specifications. At some service stations, gasoline is designated by a symbol with a number in the center. Where this symbol method is used, gasoline used is at a rating of at least No. 2.

To obtain best performance with these fuels, it is important to have the maintenance services performed at the recommended intervals.

If you plan to drive your car outside the United States or Canada, check into the quality of gasoline available in the area you expect to visit.

POWER STEERING FLUID

To check the power steering fluid, start with the engine at operating temperature. Let the engine run at idle while you turn the wheels back and forth several times to get any air out of the steering system. Then stop the engine and observe the fluid level on the dipstick. It must be maintained between the FULL HOT arrow and the end of the stick.

Do not overfill the system. Refer to the Lubrication Chart (page 64) for the proper fluid to use.



Maintenance

COOLING SYSTEM REFILL

CAUTION — Avoid injury when checking hot engine. Muffle the radiator cap in a thick cloth and turn it slowly counterclockwise to the stop (until the pressure starts to escape). After the pressure has completely dissipated, depress and rotate the cap to remove it.

After draining the cooling system, the following refill procedure should be used to remove air from the system and provide proper coolant level.

- Place heater temperature control at maximum heat (WARM) position.
- Fill radiator to the COLD FILL level. Leave radiator cap off.
- Operate the engine until thermostat opens and radiator upper hose becomes hot.
- Stop engine and add coolant to one inch above COLD FILL mark. Install radiator cap.
- Add coolant to the correct level in the plastic bottle of the coolant recovery system (cold mark when engine is cold). Operate the engine, then recheck. Add to coolant level at plastic bottle only if required.

WARNING — For vehicles equipped with an optional radiator surge bottle. Do NOT put engine coolant in the windshield washer bottle or windshield washer fluid in the radiator surge bottle.

It is further recommended, as a matter of owner convenience and accuracy, that 50/50 concentrations of Ford cooling system fluid and water be used for all additions to and/or complete changes of the cooling system mixture. It is to be noted that slight over-protection is more to be desired than under-protection and 50/50 solutions are much easier to formulate.

Coolant Specification

Use only permanent-type coolant that meets Ford specification ESE-M97B18-C. Do not use alcohol or methanol antifreeze or attempt to mix them with the factory coolant.

Plain water can be used in an emergency, but must be replaced as quickly as possible to avoid damage to the cooling system. When plain water is in use, avoid letting the engine run hot.

Replacing Coolant

Replace the coolant every 24 months, regardless of mileage. The system should be drained fully and flushed before refilling it. Put the automatic temperature control on the maximum heat setting during this replacement to be certain of emptying and refilling the heater core.

Cooling System Hoses

Because of the high underhood temperatures in modern cars, some of the engine hoses are subjected to temperatures that cause deterioration over a long period of time. To protect the engine and avoid a serious loss of coolant, it is essential to periodically inspect all engine and

Maintenance

heater system hoses for deterioration, leaks, and loose hose clamps as specified in the maintenance schedule. Any defect that shows up should be corrected immediately.

GENERAL CAR CARE

To keep your car in top shape and looking sharp, here are a few things you can do from time to time.

Keep the Gas Tank Full

A full gas tank avoids the condensation of moisture on the inside walls of the tank; and reduces the possibility of water in the fuel lines. Try to keep the tank as full as you conveniently can.

Air Conditioning

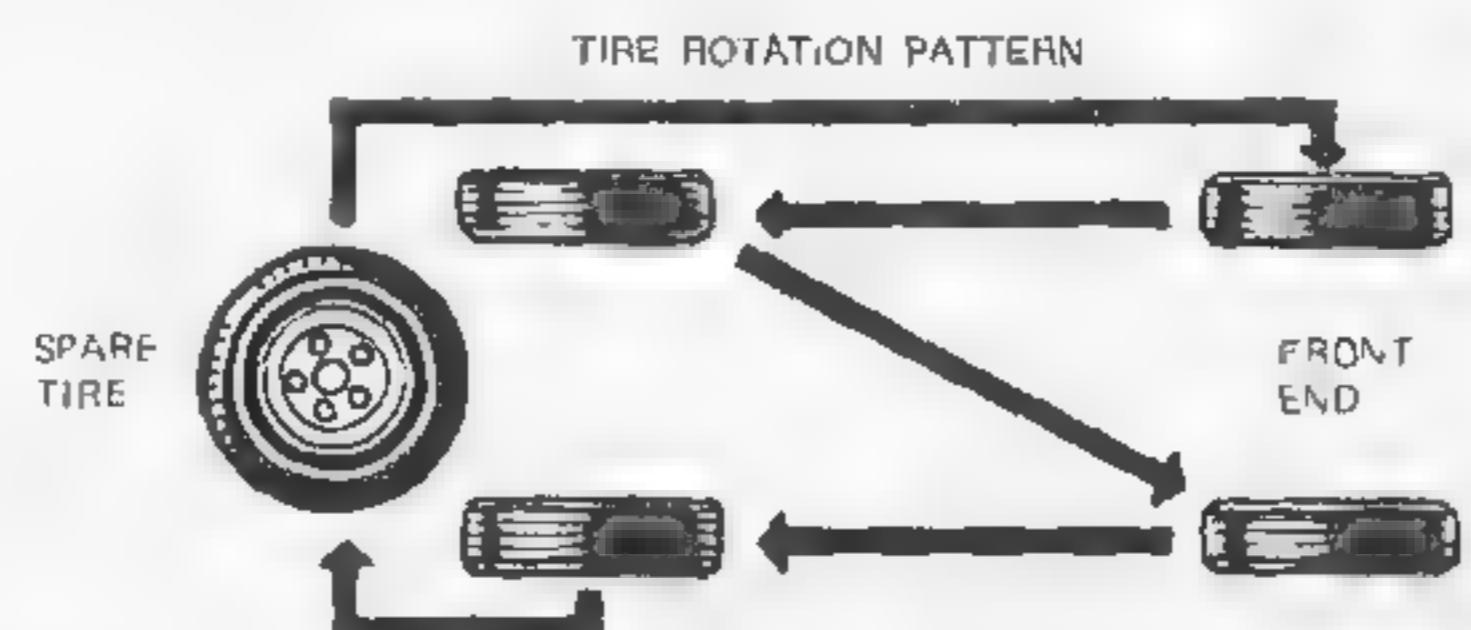
Have your air conditioning system checked for a good refrigerant charge at the start of warm weather. If any refrigerant has been lost, have it recharged and the compressor oil level checked.

Tire Inflation

To get the most wear from your tires and the most comfortable ride, keep them inflated to the pressure recommended. See the chart on the rear face of the right front door.

Rotate Tires and Wheels

Check your tires occasionally for wear. Your set of tires will last longer if you have them rotated anytime you see abnormal wear. Rotation gives them an opportunity to wear more evenly.



Battery Charge

The water level in each cell should be kept at the FILL TO RING mark to extend the life of the battery. Make sure the battery cables are tightly clamped to the battery terminals. Periodically apply a small quantity of grease to each battery terminal to prevent corrosion.

Lights and Wiring

Major safety items, such as headlights, taillights, turn signals, side markers and stop lights, should always be in good operating condition. Prompt replacement of burned-out bulbs and repairs to wiring is a must for safety.

Maintenance

Beauty Maintenance

Your dealer handles many approved car care materials, such as chrome cleaners, high-luster polishes, interior trim cleaners, and even special car-wash additives. Your dealer can recommend the car care products that best suit your needs. Protect your car by using materials formulated especially for use on Ford-built vehicles.

WASHING — Frequent washings are recommended to maintain the car's original beauty. If tree sap, insect or other sprays, road salt, fall-out from chimneys or any foreign material gets on the car, it should be washed off as soon as possible. These deposits often contain chemicals that may cause extensive damage if allowed to remain on the painted surfaces. Never wash a car with hot water, in the direct rays of the sun, or while the sheet metal is hot. Never wipe dirt from dry painted surfaces as this may scratch the finish. Avoid the use of strong soaps or detergents. We recommend using Ford All-Purpose Cleaner. Any cleaning agent you use should be promptly flushed from the surface with clear water and should not be allowed to dry or it may streak the finish.

OUTSIDE REAR VIEW MIRROR — The outside rear view mirror should not be cleaned with a dry cloth or abrasive cleaning materials. Use only a soft cloth and mild detergent and water. Also do not remove ice from the mirror with a scraper. Failure to observe these precautions may damage the reflective surface.

POLISHING — Prompt washing may not always remove damaging material from the painted surfaces. However, Ford-brand polish, properly applied, will give you excellent protection by preventing harmful deposits from coming in contact with the paint.

Your dealer has the equipment and know-how to do a professional polishing job for you. Or you can get a polishing kit from your dealer to apply yourself. Follow the directions on the container!

CHROME AND BRIGHT METAL CARE — Many parts of your car, such as the bumpers and body hardware, are chrome-plated or anodized aluminum. These finishes are susceptible to corrosion due to salt air near coastlines, factory smoke and other conditions found in today's cities. When such conditions exist, frequent washing and the use of Ford Bright Metal Cleaner are recommended.

CAUTION — Do not use steel wool or abrasive-type cleaners on chrome-plated or anodized aluminum parts because you may damage the protective coating and cause discoloration.

VINYL ROOF — Here is the best way to clean your vinyl roof for appearance and durability.

1. Rinse the vinyl top material with water to remove all loose dirt and grime.

Maintenance

2. Using a soft bristle brush, apply Ford Vinyl Hardtop Cleaner and Reconditioner to the top. Clean a two-square-foot area at a time, overlapping each section to avoid streaking.
3. After a section has been cleaned, wait several seconds before wiping with a soft cloth.

CAUTION — To avoid damage to the vinyl top, use only an approved cleaner.

WHITE SIDEWALL TIRES — If the tires become very dirty or scuffed, clean them with Ford All-Purpose Cleaner, following the directions on the container. Avoid strong caustics that may stain the bright-metal wheel covers. When you're through, rinse the tires and wheels with plenty of clean water.

Cleaning Upholstery and Interior Trim

Dust and loose dirt should be removed from the upholstery, trim, and floor covering frequently, using a whisk broom or vacuum cleaner. Vinyl plastic surfaces can be cleaned with an approved leather and vinyl upholstery cleaner. Cloth fabrics may be cleaned by using only the foam from a mild soap solution formulated and recommended for cleaning upholstery or carpets, such as Ford All-Purpose Cleaner, and following the instructions provided with the soap.

Cleaning Seat and Shoulder Belt Webbing

The belt webbing can be cleaned with any mild soap solution recommended for cleaning upholstery or carpets, following the instructions provided with the soap. Bleaching or redyeing is not recommended because of the possible loss of webbing strength.

Tires and Tire Care

ORIGINAL EQUIPMENT TIRES — Your new vehicle is equipped with radial ply tires of superior quality. These radial ply tires are engineered to match the vehicle and give balanced performance. You can expect:

- Long tread life.
- Smooth ride at highway speeds, but a slightly hard ride at low speed and, depending on the type of pavement and ambient temperature encountered, an increased sound level over bias-belted tires.

NOTE — Radial ply tires appear underinflated at recommended pressures when compared to conventional tires. They are designed to permit the sidewall to flex more easily and permit more tread contact with the road resulting in a fuller grip.

Replace individual tires with radial ply tires. Do not intermix with conventional tires, as mixing radial and conventional tires may cause unbalanced handling and poor ride performance.

Maintenance

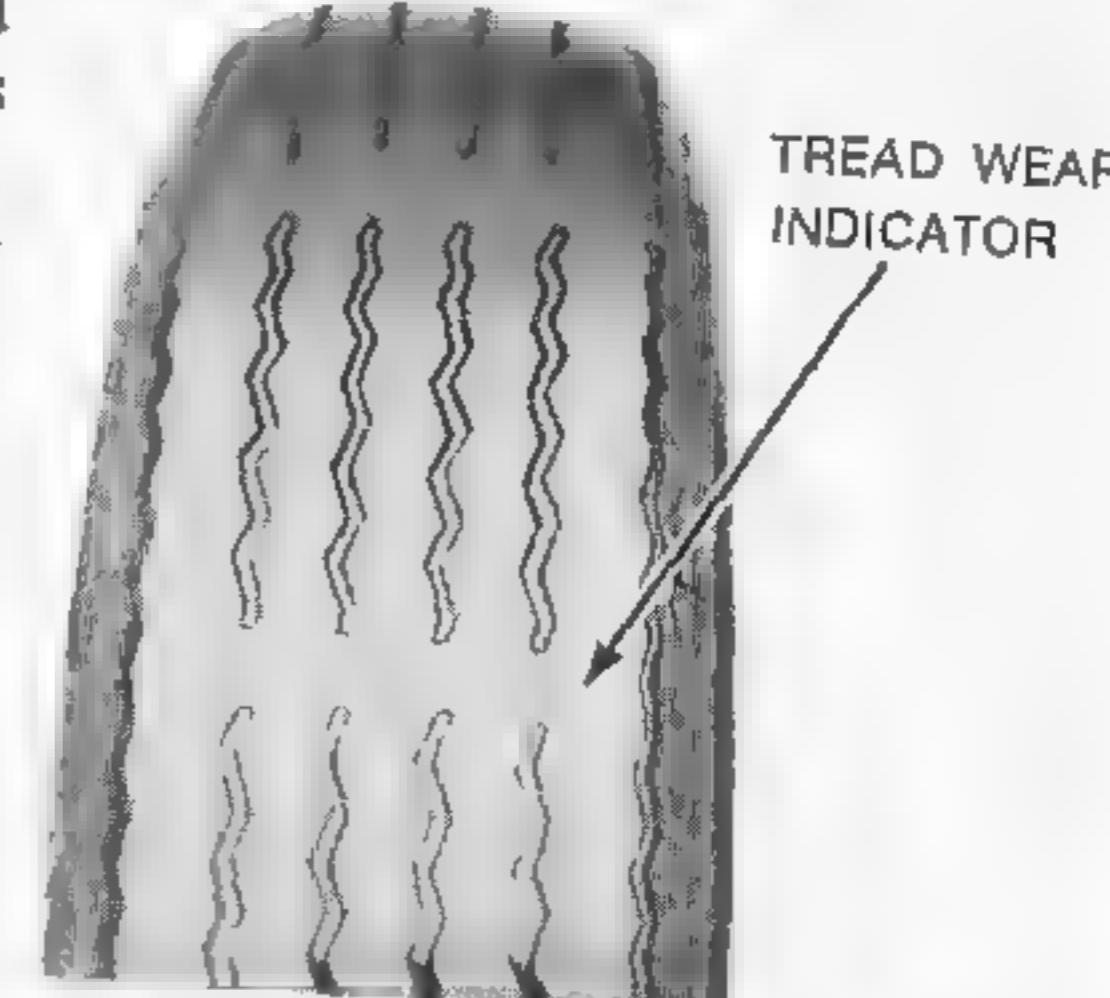
Radials, because of their superior traction, are all-weather tires. If, however, you require snow treads, use only radial-ply snow tires.

It is essential that you always maintain inflation pressures and stay within the load limits and weight distribution recommendations for your car. Refer to the Tire Chart attached to the right door pillar above door striker (2-door models) and on the rear (lock) face of the right front door (4-door models).

PLY RATING AND LOAD RANGE — The term, "Load Rating," indicates the maximum load a tire is rated to carry for a given inflation pressure as permitted for that tire under the Federal Motor Vehicle Safety Standards. The maximum load rating, which is the load rating at the maximum permissible inflation pressure for that tire, is indicated in pounds on the sidewall of the tire together with the maximum permissible inflation pressure.

TIRE AND/OR WHEEL REPLACEMENT — When a tread wear indicator appears as a solid band across the tread surface, it means that the tire should be replaced.

When replacing tires or wheels, it is MANDATORY to use only the standard or optional tire sizes and types recommended on the tire chart attached to your vehicle. Wheel rim widths and offsets must be those recommended by the car manufacturer for that tire size.



Tires and wheels other than those recommended can adversely affect the safety and durability of your vehicle, and, therefore, MUST NOT BE USED.

All tires and wheels on the vehicle should be of the same size, type, and load carrying capacity. Never mix radial, belted, and/or conventional-type tires.

Snow tires should be of size and type equivalent to the other tires on the vehicles as recommended.

NOTE — Tires larger or smaller than originally installed may affect the accuracy of the speedometer. Consult your dealer about the need to change speedometer drive gears.

Inflation Instructions for Safe Driving

CHECK TIRE PRESSURES FREQUENTLY — The "cold" pressure (after car has been parked one hour or before driving more than 3 miles) must be as specified on the Tire Chart for the type and size tire

Maintenance

on your car. It is normal for a hot tire to exceed the specified "cold" pressure. Do not let air out of a hot tire.

HIGH SPEED DRIVING — Your car's tire inflation pressure specifications apply to driving speeds at and below 75 mph. Should special circumstances involve vehicle operation at sustained speeds (one hour or more) between 75 and 90 mph or continuous operation at full load, increase the cold inflation pressure shown on the chart by 4 psi, being certain to maintain the recommended front to rear tire pressure differential and to stay at or below the maximum inflation pressure limit shown on the tire. If these pressure adjustments cannot be accomplished within these limits, it is recommended that the car not be driven over 75 mph.

Sustained driving speeds over 90 mph require the use of special high speed capability tires.

SNOW TIRES — Snow tires require a four pound increase in cold inflation pressure above the pressures recommended for rear tires on the tire chart.

TIRE CHART — The standard size tires for your vehicle as well as available optional tires and the recommended inflation pressures for them are shown in a chart attached to the right door pillar above door striker (2-door models) and on the rear (lock) face of the right front door (4-door models). The chart also shows the maximum rated load for your car, including the number of passengers and amount of luggage for which it is designed. Check the outside of your tires for their type and size, then the chart, for the recommended pressure.

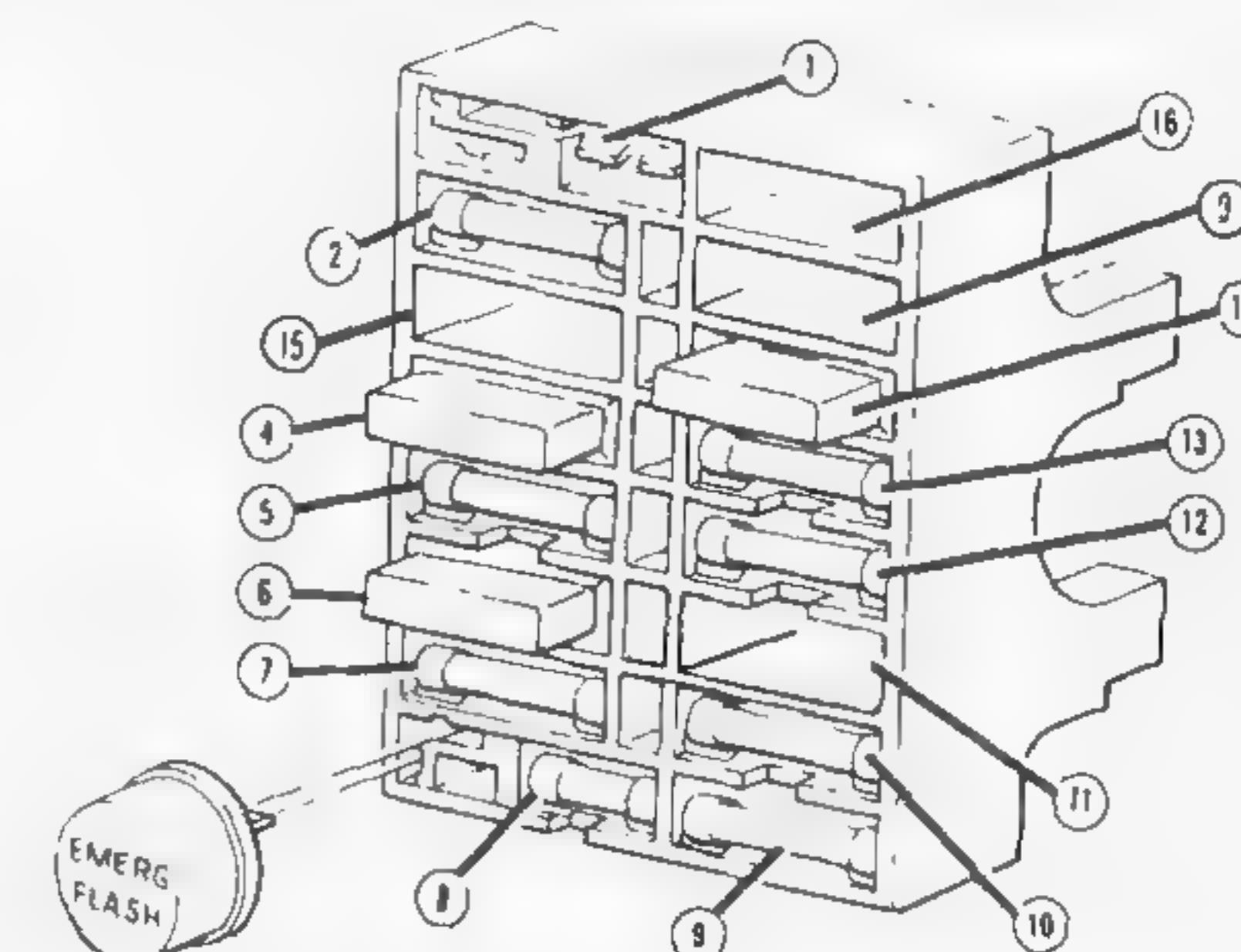
NOTE — To obtain the balanced performance which your tires are selected to provide, and for your safety, it is essential that you always maintain recommended inflation pressures and stay within the load limit and weight distribution recommendations shown for your car.

NEVER exceed the "Maximum Load" given in the tire chart. To figure your load, add the actual weights of the driver, passengers, and luggage both inside the car and on a roof rack. Up to 100 pounds of extra luggage may be carried in place of each passenger not carried in the rear seat. **DO NOT EXCEED** occupant distribution and maximum loading as shown on the tire chart.

If you added equipment to your car after delivery, include its weight in figuring your load. If a trailer is towed, actual tongue loads should also be added.

Maintenance

FUSES AND CIRCUIT BREAKERS



FUSE AND CIRCUIT BREAKER PANEL LOCATION — UNDER INSTRUMENT PANEL ABOVE PARKING BRAKE PEDAL (ONLY)

- (1) Spare or 3 Amp Fuse — Sure-Track Brake System
- (2) 7.5 Amp Fuse — Warning Lights — Door Ajar, Low Fuel, Seat Belt, Dual Brake Warning Lamp, Throttle Positioner and Emission System
- (3) BLANK
- (4) 20 Amp C.B. — Stoplamps and Hazard Warning System
- (5) 25 Amp Fuse — Cigar Lighters
- (6) 30 Amp Circuit Breaker — Power Seat, Horns, Power Seat Back Latch and Door Locks
- (7) 15 Amp Fuse — Courtesy Lights, Doors, Reading Lights, Luggage Compartment, Map Light, Glove Box Light, Clock Feed, Seat-Back Latch Control, Ignition Key Warning Buzzer, Headlamp "ON" warning light
- (8) 6 Amp Fuse — Instrument Panel and Cluster Lights, Radio, Clock, Heater-A/C, W/S Wiper, Map Lamp Switch, Transmission Indicator (PRND21) Illumination
- (9) 7.5 Amp Fuse — Speed Control W/S Washer and Heated Backlite Control and Anti-Theft Module Control
- (10) 15 Amp Fuse — Turn Signal and Cornering Light, Back-Up Lights
- (11) BLANK
- (12) 7.5 Amp Fuse — Window Safety Relay Coil and Deck Lid Release Control
- (13) 15 Amp Fuse — Radio, Power Antenna
- (14) 20 Amp Circuit Breaker — Power Windows and Deck Lid Release Feed
- (15) BLANK
- (16) BLANK

Maintenance

Fuses and Circuit Breakers (Cont'd.)

CIRCUIT	RATING	LOCATION
Automatic Headlamp Dimmer	4-Amp SFE-4	In-Line Fuse
Parking Lights	20-Amp C.B.	In Headlight Switch
License Light		
Taillights		
Ash Receptacle Light		
Marker Lights		
Headlights	20-Amp C.B.	In Headlight Switch
Headlights ON Warning	20-Amp C.B.	In Headlight Switch
Buzzer (Cont)	(Same as on taillamps)	
Motors	C.B.	In Motor Assembly
Power Seat	C.B.	In Motor Assembly
Power Windows	C.B.	In Wiper Switch
Windshield Wiper	C.B.	At Motor
Door Locks	C.B.	In Wiring Harness
Electric Rear Window Defroster	Fuse Link	Shop Manual (Dealer Installation)
Hood Circuit		
Charge Circuit & Electric Choke		
Heater and A/C	30 Amp C.B.	At Instrument Panel Center Support
Anti-Theft Warning Feed	Fuse Link	In Engine Wiring Harness

LIGHT BULB SPECIFICATIONS

LAMP DESCRIPTION

Headlamps	Candle Power or Wattage	Trade Number
Hi-Lo Beam	37.5 & 60 Watts	4000
Hi-Beam	37.5 Watts	4001
Front Parking Lamps & Turn Signal	3-32 c.p.	1157NA
Front Side Marker	2 c.p.	194A
Rear Side Marker	2 c.p.	194
Rear Lamp, Stop & Turn Signal	3-32 c.p.	1157
Rear Seat Courtesy Lamp	12 c.p.	105
Luggage Compartment	6 c.p.	631
License Plate	6 c.p.	631
Back-up Lamp	32 c.p.	1156
Courtesy Lamp (Door) 4-Door	6 c.p.	212
Map	6 c.p.	212
Cornering Lamp	50 c.p.	1196
Instrument Panel Warning Lights	2 c.p.	194
Convenience Panel Illumination	.7 c.p.	1445

Maintenance

LAMP DESCRIPTION (Cont'd.)

LAMP DESCRIPTION (Cont'd.)	Candle Power or Wattage	Trade Number
Rear Seat Reading Lamp (Town Car only)	6 c.p.	562
Glove Compartment	2 c.p.	1895
L & R Turn Signal Indicator	2 c.p.	194
Hi-Beam Indicator	2 c.p.	194
Heater/Air Conditioner Control	2 c.p.	194
Illumination Speedometer	2 c.p.	194
Clock	2 c.p.	194
Ashtray (Instr. Panel & Rear Doors)	1.5 c.p.	1445
Door Lock Nomenclature	2 c.p.	194
Low-Fuel Warning	2 c.p.	194
Radio AM Dial	2 c.p.	1891
Radio AM/FM Stereo Dial	1.9 c.p.	1893
Radio AM/FM Stereo Tape Dial	.75 c.p.	1893
Fasten Seat Belt Light		* D2VB-10C859-AD
Lights & Wiper/Washer Nomenclature	2 c.p.	194
Heated Backlite System		* D1VB-10C915-AA
"ON" Light		502
Rear Seat Reading Lamp	6 c.p.	

* Ford Motor Company Part No. (Lamp Assy.)

LUBRICANT SPECIFICATIONS

In all Lincoln Continental cars, the TRANSMISSION, STEERING SYSTEM and REAR AXLE are filled at the factory with high quality, long-lasting lubricants or fluids that do not require periodic draining and refilling. However, the lubricant or fluid should be checked periodically and the proper lubricant or fluid, meeting Ford technical specifications, added as necessary to maintain proper levels. See the Scheduled Maintenance Services Chart.

Item	Ford Part No.	Part Name	Ford Specification
Hinges, Hinge Checks and Pivots	C4AZ-19584-B	Polyethylene Grease	ESB-M1C106-B
Brake Master Cylinder	C6AZ-19542-A or C6AZ-19542-B	Ford Heavy Duty Brake Fluid	ESA-M6C25-A (Use SAE or DOT equivalent)
Front Suspension Ball Joints	C1AZ-19590-B	Ball Joint and Multi-Purpose Lubricant	ESA-M1C75-B
Steering Linkage	C6AZ-19590-A	Steering Linkage Lubricant	ESA-M1C92-A

Maintenance

LUBRICANT SPECIFICATIONS (Cont'd.)

Item	Ford Part No.	Part Name	Ford Specification
Front Wheel Bearings	C1AZ-19590-B	Ball Joint and Multi-Purpose Lubricant	ESA-M1C75-B
Transmission Linkage	C1AZ-19590-B	Ball Joint and Multi-Purpose Lubricant	ESA-M1C75-B
Steering Arm Stops	C7AZ-19590-A	Steering Arm Stop Lubricant	ESA-M1C25-A
Hood Latch & Auxiliary Catch	C4AZ-19584-B	Polyethylene Grease	ESB-M1C106-B
Lock Cylinders	B4A-19587-A or D2AZ-19587-A	Ford Lock Lubricant	ESB-M2C20-A
Rear Axle Conventional Traction-Lok	D2AZ-19580-B C9AZ-19580-A	Ford Hypoid Gear Lube	ESW-M2C105-B ESW-M2C119-A
Steering Power (Pump Reservoir)	D2AZ-19582-A	Power Steering Fluid	ESW-M2C128-A
Transmission	C1AZ-19582-A, C,D	Ford Auto. Trans. Fluid	ESW-M2C33-F Type F
Engine Oil Filter	C1AZ-6731-A	Motorcraft Oil-Filter-Long-Life	ES-C8AF-6714-A or ES-C8AF-6714-C
Engine Coolant	8A-19549-A, B	Ford Cooling System Fluid	ESE-M97B18-C
Engine Crankcase Oil		Ford Super Premium Motor Oil	ESE-M2C101-C

SPECIFICATIONS AND CAPACITIES

Car Specifications

Dimensions (Inches)

Overall Length All Models	229.5
Overall Height - Loaded Sedan	55.5
Coupe	54.5
Overall Width - All Models	79.6
Tread - All Models Front	64.3
Rear	64.3
Wheelbase All Models	127.0

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SPECIFICATIONS AND CAPACITIES (Cont'd.)

Refill Capacities	U.S. Measure	Imperial Measure
Cooling System (Including Heater)	19.5 Qts.	16.2 Qts.
Engine Oil (Including Oil Filter)	5.0 Qts.	4.2 Qts.
Fuel Tank (Approx.)	22.0 Gals.	18.3 Gals.
Power Steering*	3.5 Pts.	2.9 Pts.
Rear Axle - Conventional	5.0 Pts.	4.2 Pts.
Traction-Lok	5.0 Pts.	4.2 Pts.
Transmission, Including Cooler (Dry System)*	13.0 Qts.	10.7 Qts.

*Dipstick used to determine exact fill requirements.

Engine Specifications

Refer to the Emission Systems Warranty and Maintenance Schedules Booklet for the Engine Specifications.

Radiator Cap

PSI 13

Automatic Transmission

Speeds Three Speeds Forward, One Reverse
Type Single-Stage Torque Converter with Three-Speed Fully Automatic Planetary Gear Train

Battery

Volts 12

Ampere-Hour Rating 77

Ground Terminal Polarity Negative

Number of Cells 6

Number of Plates 90

Alternator (Amps)

Standard 70

With Rear Window Defroster 4-Door 70

2-Door 90

Tires

See Page 58 and the tire chart on the rear of the right front door.

Rear Axle

Standard Ratio 2.75:1

Optional 3.00:1

Maintenance

DEALER ASSISTANCE

Your dealer is vitally interested in your complete satisfaction with the vehicle you purchased from him. He is ready to help you with all of your maintenance and service needs — and he has the support and assistance of the Ford Customer Service Division with District Offices in 40 locations in the United States and Canada.

If, for any reason you are not satisfied with the service received, the following actions are suggested:

1. First, discuss the matter with your dealership Service Manager — make sure he is aware of any problem you may have and that he has had the opportunity to assist you. Your new vehicle salesman, as well, should be advised. He has a very direct concern for your continued satisfaction and loyalty.
2. If you are still not satisfied, seek out the Owner or General Manager of the dealership, explain the problem, and request assistance.
3. If the Owner or General Manager cannot resolve the matter to your satisfaction, ask him to contact the Ford Customer Service Division District Office to request Company assistance. The District Office is ready to provide both technical and customer service assistance to the dealership.
4. For further assistance beyond that provided by your dealer, or if you are driving in an unfamiliar area and are in need of service, you may contact the nearest Ford District (U.S.) or Regional (Canada) office for a convenient dealer location.

DISTRICT OFFICE ASSISTANCE

Ford Customer Service Division

District Office locations in the USA are listed on the following pages. If you have a question that cannot be answered by one of these offices, you may contact:

Vice President and General Manager
Ford Customer Service Division
P.O. Box 1805
Dearborn, Michigan 48121

BOSTON DISTRICT OFFICE

Maine, New Hampshire, Vermont,
Massachusetts, Rhode Island,
Northeastern Connecticut
P.O. Box 587,
Waltham, Mass 02154
(617) 890-900

PITTSBURGH DISTRICT OFFICE

Southwestern Pennsylvania,
Northern West Virginia,
Southeastern Ohio
P.O. Box 11600
Pittsburgh, Pa. 15228
(412) 344-8484

WASHINGTON DISTRICT OFFICE

Mainland Maryland, Northern
Virginia, Eastern W. Virginia,
Peninsular Maryland
8051 Gatehouse Road
Falls Church, Virginia 22042
(703) 573-2100

NEW YORK DISTRICT OFFICE

Southeastern New York, Southern
and Western Connecticut,
Long Island
252 Westchester Avenue
White Plains, New York 10604
(914) 428-7800

BUFFALO DISTRICT OFFICE

Upper and Western New York,
Northern Pennsylvania
P.O. Box 244
Buffalo, New York 14225
(716) 632-7511

RICHMOND DISTRICT OFFICE

Southern Virginia
Eastern North Carolina
P.O. Box 6967
Richmond, Va. 23230
(804) 353-7871

NEWARK DISTRICT OFFICE

Northern New Jersey,
Eastern New York,
Northeastern Pennsylvania
U.S. Highway 46
Teterboro, New Jersey 07608
(201) 288-9400

PHILADELPHIA DISTRICT OFFICE

Southeastern Pennsylvania,
Southern New Jersey, Delaware
1040 Kings Highway North
Cherry Hill, N.J. 08034
(609) 667-2277

CHARLOTTE DISTRICT OFFICE

Western North Carolina,
South Carolina
P.O. Box 1515
Charlotte, North Carolina 28201
(704) 364-0335

Maintenance

DISTRICT OFFICE ASSISTANCE

Ford Customer Service Division

ATLANTA DISTRICT OFFICE

Northern Georgia,
Eastern Alabama
26 Executive Park Drive West, NE
Atlanta, Georgia 30329
(404) 631-0971

LOUISVILLE DISTRICT OFFICE

Western Kentucky, Central
Tennessee, South Central Indiana
P.O. Box 1435
Louisville, Kentucky 40201
(502) 459-1620

DETROIT DISTRICT OFFICE

Southeastern Michigan,
Northwestern Ohio
P.O. Box 775
Wixom, Michigan 48096
(313) 538-8000

MILWAUKEE DISTRICT OFFICE

Wisconsin (exc. Northwestern
Corner) Upper Peninsula Michigan
615 E. Michigan Street,
Suite No. 400

Milwaukee, Wisconsin 53202
(414) 273-5383

MEMPHIS DISTRICT OFFICE

Arkansas, Western Tennessee
Northern Mississippi,
Northwestern Alabama
P.O. Box 8276, Hollywood Station
Memphis, Tennessee 38108
(901) 323-8561

DALLAS DISTRICT OFFICE

Northern Texas, Oklahoma
P.O. Box 37
Carrollton, Texas 75006
(214) 242-6611

TWIN CITIES DISTRICT OFFICE

Northwestern Wisconsin
Minnesota, North Dakota
Northern South Dakota
400 Sheland Plaza South, Suite 635
Minneapolis, Minn. 55426
(612) 546-4383

PHOENIX DISTRICT OFFICE

Arizona, New Mexico,
Western Nebraska,
Southwestern South Dakota
P.O. Box 844
Phoenix, Arizona 85001
(602) 264-7121

JACKSONVILLE DISTRICT OFFICE

Florida, Southern Georgia
P.O. Box Y
Jacksonville, Florida 32203
(904) 781-5420

INDIANAPOLIS DISTRICT OFFICE

Central and Western Indiana,
Southeastern Illinois
P.O. Box 19448
Indianapolis, Indiana 46219
(317) 353-8251

LANSING DISTRICT OFFICE

Western and Northern Michigan
(exc. Upper Peninsula)
6810 S. Cedar St.,
Suite 11
Lansing, Michigan 48910
(517) 694-3301

DAVENPORT DISTRICT OFFICE

Northwestern Illinois,
Eastern Iowa
211 Brady Street
Davenport, Iowa 52801
(319) 323-9701

NEW ORLEANS DISTRICT OFFICE

Southern Mississippi, Louisiana
Southwestern Alabama
P.O. Box 517
Metairie, Louisiana 70004
(504) 888-8960

KANSAS CITY DISTRICT OFFICE

Western Missouri, Kansas
P.O. Box 11000, Antioch Station
Kansas City, Missouri 64119
(816) 452-1150

DENVER DISTRICT OFFICE

Colorado, Eastern Wyoming,
Western Nebraska,
Southwestern South Dakota
P.O. Box 5588, Terminal Annex
Denver, Colorado 80217
(303) 292-6220

CINCINNATI DISTRICT OFFICE

Southern Ohio, Southern W.
Virginia, Eastern Kentucky,
Southeastern Indiana
Ste. 502 Atkinson Sq.
11750 Chesterdale Rd.
Cincinnati, Ohio 45246
(513) 782-7264

CLEVELAND DISTRICT OFFICE

Eastern Ohio,
Northwestern Pennsylvania
P.O. Box 41035
Brecksville, Ohio 44141
(216) 526-6900

CHICAGO DISTRICT OFFICE

Northeastern Illinois
Northwestern Indiana
2225 North Avenue
Melrose Park, Illinois 60160
(312) 379-1000

ST. LOUIS DISTRICT OFFICE

Southern Illinois, Eastern Missouri
P.O. Box 24575
St. Louis, Missouri 63141
(314) 567-4300

HOUSTON DISTRICT OFFICE

Southern Texas
P.O. Box 827
Houston, Texas 77001
(713) 688-4251

OMAHA DISTRICT OFFICE

Western Iowa,
Central and Eastern Nebraska,
Southeastern South Dakota
P.O. Box 14245
West Omaha Station
Omaha, Nebraska 68114
(402) 393-1700

SALT LAKE CITY DISTRICT OFFICE

Utah, Idaho, Northeastern
Nevada, Southeastern Oregon
P.O. Box 2428
Salt Lake City, Utah 84110
(801) 487-1301

Maintenance

DISTRICT OFFICE ASSISTANCE Ford Customer Service Division

SEATTLE DISTRICT OFFICE
Alaska, Washington, Northern Oregon, Western Montana
Andover Building
130 Andover Park East
Suite 201
Seattle, Washington 98188
(206) 244-5800

LOS ANGELES DISTRICT OFFICE
Southern California, Southeastern Nevada
P.O. Box 1118
Pico-Rivera, California 90660
(213) 949-6556

SAN JOSE DISTRICT OFFICE
Northern California, Southern Oregon, Western Nevada, Hawaii
P.O. Box 1181
San Jose, California 95108
(408) 262-9110

Ford of Canada Regional Office Ford Motor Company of Canada, Limited

In the event that you have a question that cannot be answered by one of the following Regional Offices, you may contact:

Vice President and General Manager-Sales
Ford Motor Company of Canada, Limited
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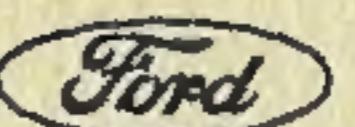
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